

# CLUTCH

## Description

### General

A single plate dry clutch is mounted on the flywheel between the engine and gearbox. The spring cushioned double faced clutch plate slides on the splined gearbox main shaft. The clutch assembly consisting of a disc spring, clutch housing, and pressure plate is bolted to the flywheel. When the clutch is engaged the spring cushioned clutch plate is pressed against the flywheel by the disc spring which presses on the pressure plate. When the clutch plate is held firmly between the flywheel and pressure plate power can be transmitted to the gear box.

The cross shaft and clutch release bearing are mounted in the transmission housing. The clutch release bearing which requires no maintenance slides on a sleeve surrounding the gearbox main shaft.

### Operation

The clutch is released by the force transmitted through the clutch pedal, cable, cross shaft, and release bearing. The clutch release bearing pushes against the 18 fingers of the disc spring thereby flattening the disc spring and releasing the pressure from the pressure plate lifting it from the clutch plate. This motion interrupts the power train from the engine to the gearbox.

### Maintenance

The only maintenance the clutch requires is adjustment of free travel of the clutch pedal which should always be adjusted to 20 to 25 mm ( $\frac{3}{4}$  to 1 in.) as the clutch linings become thinner through wear. The clutch itself requires adjustment only if it has been repaired. This is accomplished with the engine removed from the car and the clutch mounted on the flywheel or preferably using the VW 254 clutch testing and adjusting device.

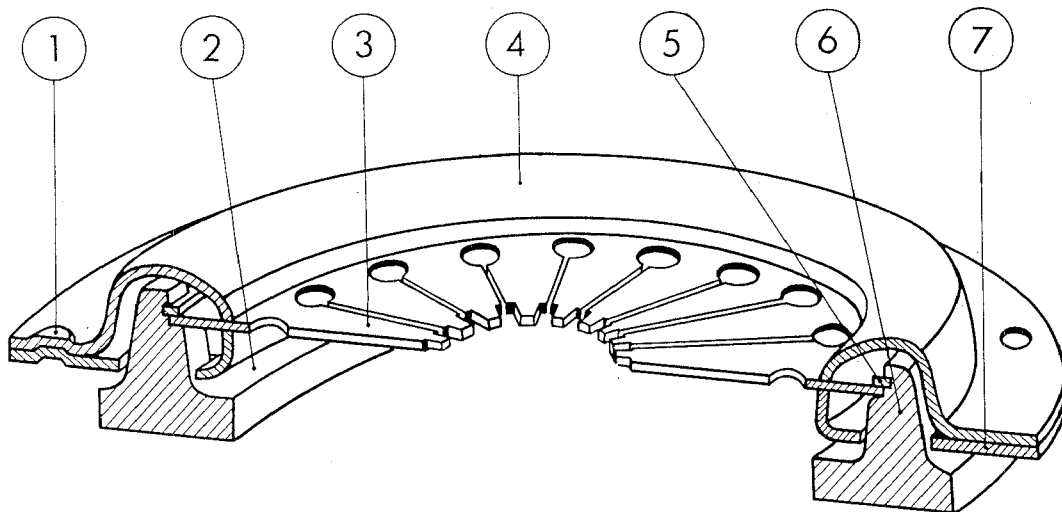


Fig. 251

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|------------------|------------------|
| ① Index dent     | ⑤ Lock ring      |
| ② Pressure plate | ⑥ Spring carrier |
| ③ Disc spring    | ⑦ Counter plate  |
| ④ Clutch cover   |                  |