General instructions for clutch replacement in a tractor and troubleshooting

ANV127

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Note!

Before you begin the work of replacing the clutch – make sure you have access to all the technical information required for your specific tractor model!

We sell workshop manuals for some tractor models, but we can never guarantee that they contain all the information you may need for your clutch replacement.

We do not provide any additional information beyond what is stated in these.

1.Tractor splitting

Before splitting the tractor – ensure that the tractor is securely supported and that it can be adjusted in height during reassembly.

2.Flywheel

The flywheel must be machined according to the tractor manufacturer's specifications! If this is not done, there is a high risk that the new clutch will not function as expected, and it will require a lot of work to split the tractor again.

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3.General inspection

Make sure there are no leaks around the crankshaft. If there is an oil leak, the crankshaft seal must be replaced.

Check the release bearing mechanism for wear and damage. Ensure that the bearing carrier moves freely. Check that the splines are undamaged. Clean the shaft splines and lubricate them lightly with special grease.

4.Release bearing and flywheel bearing

The recommendation is that these should always be replaced when changing the clutch.
If the tractor has a hydraulic release bearing, the correct type of hydraulic fluid must be used. Otherwise, the seals may be damaged.

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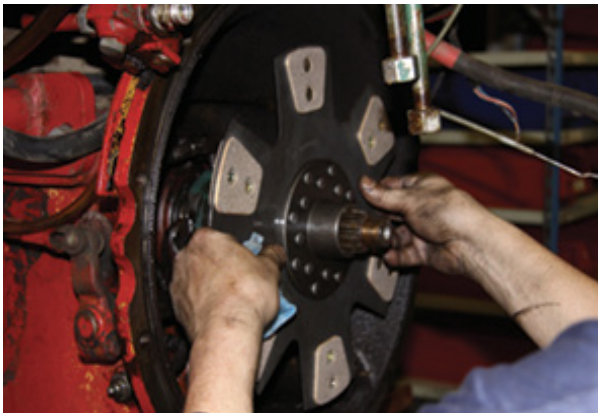
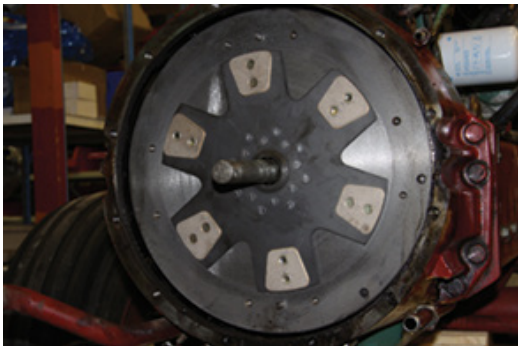
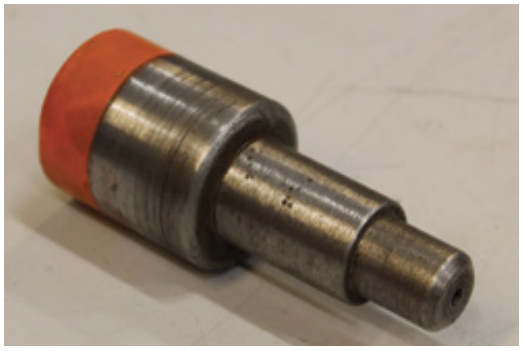
5.Clutch disc installation

Make sure that the new clutch disc slides easily on the shaft splines.



Make sure to carefully center the clutch disc when installing the clutch. Use a tool designed for this purpose.





6.Pressure plate installation

Bolt the pressure plate to the flywheel. In the case of a dual clutch, both clutch discs must be centered.

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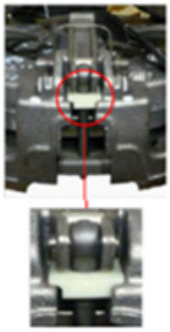
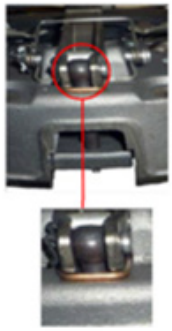
7.Transport locks

Make sure these have been removed before the tractor is pushed back together!

Otherwise, the function of the clutch will be impaired.

The function of the transport locks is to keep the clutch compressed until it has been mounted on the flywheel, which in many cases would otherwise be impossible.

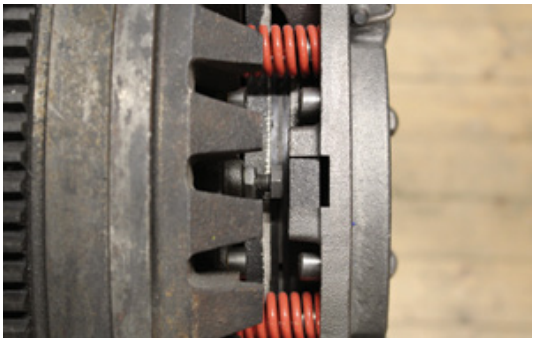
See examples of transport locks used:



8.Adjustments

Any necessary adjustments can now be made, for example adjustment of the PTO clutch disc.



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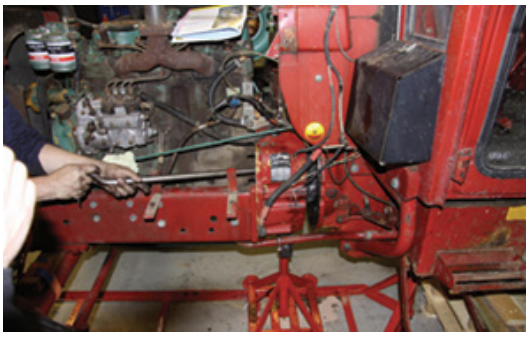
9.Reassembly

Make sure that both halves of the tractor are properly aligned in both height and sideways direction during reassembly. If this is not the case, installation damage to the clutch disc and clutch can easily occur.



Ensure that the splines on the gearbox input shaft and the PTO drive slide easily into place in the clutch. Do not force the tractor halves together with the bolts! Here, the position of the PTO shaft is adjusted when the PTO is engaged (independent mode). This applies to mechanical PTO systems.

9.Adjustment

After reassembly, adjustments to the release bearing may be necessary. This information may be found in the workshop manuals we sell, but we cannot guarantee it.

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Troubleshooting guide -

In case of problems – go through these points first before contacting us!

1.Has the flywheel been machined according to specifications? Including the mounting surfaces?

The flywheel **must be** machined according to the tractor manufacturer's specifications! If this has not been done, there is a high risk that the new clutch will not function as expected.
Common faults that may occur:
1 The clutch is slipping
2 Jerky or uneven operation
3 Poor disengagement (difficult to shift gears)

2.Have the transport locks been removed?

If these have not been removed, the clutch will not function properly.

3.Have the release bearing and the flywheel bearing been replaced?

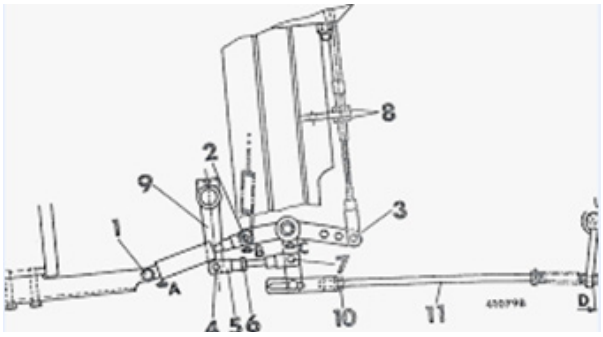
Faulty bearings can cause failure or abnormal noise.

4.Has the mechanism that operates the release bearing carrier been carefully inspected to ensure it does not have bent rods, twisted shafts, or worn cables? It may also have been modified or re-welded.

Otherwise, this may cause the bearing not to reach the pressure plate fingers.

5.Has the pedal free play been adjusted – i.e. the linkage and cables?

Important to ensure that the release bearing has the correct distance to the clutch.



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6.Have the powershift and clutch brake been adjusted?

On models with powershift or a clutch brake, it is important that these are adjusted according to the workshop manual instructions.

7.Has the tractor been reassembled without the clutch or clutch disc being damaged?

It is important that both halves of the tractor are properly aligned in both height and sideways direction during reassembly. If this has not been the case and the halves have been forced together with bolts, installation damage to the clutch disc and clutch may easily have occurred. Installation damage is not covered by the warranty.

8.Has the clutch been lifted by its fingers or by the pressure ring on the fingers?

The clutch can easily be damaged by this, for example due to uneven loading.

9.Has a centering tool been used when installing the clutch disc/discs?

It is important that it/they have been centered using a proper tool.

10.Have the splines in the drive disc and PTO disc been thoroughly cleaned and lightly lubricated with clutch grease?

This is required for the clutch disc/discs to move freely.

11.Have the splines on the vehicle's shafts been checked for wear?

This affects the function and whether the clutch disc/discs move freely.

12.Has the release bearing carrier been checked for wear?

This affects whether the clutch can engage and disengage correctly.
A worn carrier can cause damage to, for example, the clutch fingers.

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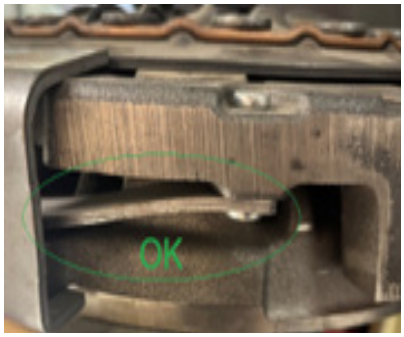
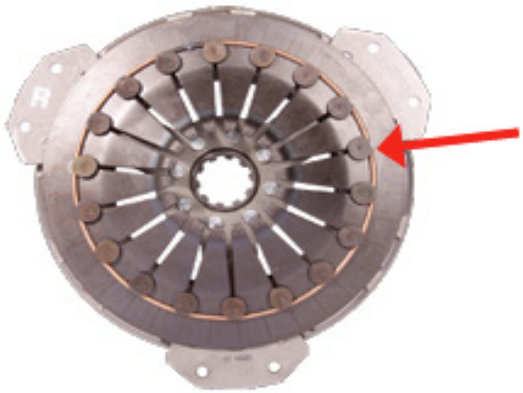
13.Has a tractor with a diaphragm spring clutch been tow-started?

This can damage the leaf springs.



14.This is not a transport lock!

If it has been removed, the clutch will not function.



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