**CLUTCH SYSTEM**

**SELF CHECK 10.1-1**

**Identification:** Given the following statements describe thereto, identify the parts of the clutch.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_1. In  a  vehicle,  the  mechanism  that  transmits  the power  developed  by  the  engine  to  the wheels  and/or tracks  and  accessory  equipment  is  called?

\_\_\_\_\_\_\_\_\_\_\_\_\_\_2. It is used to connect and disconnect   the   engine   and   manual   (hand-shifted) transmission   or transaxle.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_3. This is a type of clutch release mechanism that uses levers and rods to transfer motion from the clutch pedal to the clutch fork. When the pedal is pressed, a pushrod shoves on the bell crank and  the  bell  crank  reverses  the  forward  movement  of the  clutch  pedal.  The other end of the bell crank is connected to the release rod. The release rod transfers bell crank movement to the clutch fork.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_4. This is a type of clutch release mechanism that uses  a  steel  cable inside  a  flexible  housing  to  transfer  pedal  movement  to the  clutch  fork. The cable is usually fastened to the upper end of the clutch pedal, with the other end of the cable connecting to the clutch fork.  The cable housing is mounted in a stationary position.  This allows the cable to slide inside the housing whenever the clutch pedal is moved. One end of the clutch cable housing has a threaded sleeve for clutch   adjustment.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_5. This is a type of clutch release mechanism that uses a simple hydraulic circuit to transfer clutch pedal action to the clutch fork.  It has three basic parts namely; master cylinder, hydraulic lines, and a slave cylinder. Movement  of  the  clutch  pedal  creates  hydraulic pressure  in  the  master  cylinder,  which  actuates  the slave  cylinder.  The slave cylinder then moves the clutch fork.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_6. This clutch part is also called a clutch arm or release arm, transfers motion from the release mechanism to the release bearing and pressure plate.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_7. It reduces friction between the pressure plate levers and the release fork.  This is a sealed unit pack with a lubricant.  It  slides  on  a  hub  sleeve extending  out  from  the  front  of  the  manual transmission or transaxle.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_8. This is a clutch system part which is a spring-loaded device that can either engage or disengage the clutch disc and the flywheel. It bolts to the flywheel.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_9. This is also called friction lining, consists of a splined hub and a round metal plate covered with friction material (lining).  The splines in the center of the clutch disc mesh with the splines on the input shaft of the manual transmission. This makes the input shaft and disc turn together.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 10. This prevents the transmission shaft and clutch disc from wobbling up and down when the clutch is released. It also assists the input shaft center the disc on the flywheel.

**SELF CHECK 10.1-2**

**Identification:** Given the following statement describe thereto, Identify what is being ask for:

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_1. This is a type of clutch problem when the driven disc fails to rotate at the same speed as the driving member when the clutch   is   fully   engaged.   This   condition   results whenever the clutch pressure plate fails to hold the disc tight against the face of the flywheel.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_2. This a type of clutch problem that produce  a  very severe vibration or jerking motion when the vehicle is accelerated  from  a  standstill.  Even when the operator slowly releases the clutch pedal, it will seem like the clutch pedal is being pumped rapidly up and down.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_3. This is a type of clutch problem that will  make  the  transmission  or transaxle  grind  when  trying  to  engage or  shift  gears. This  condition  results  when  the  clutch  disc  does  not completely  disengage  from  the  flywheel  or  pressure plate when the clutch pedal is depressed. As a result, the clutch disc tends to continue turning with the engine and attempts to drive the transmission.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_4. This type of clutch problem is caused by the run out (wobble or vibration) of one of the rotating members of the clutch assembly. A series of slight movements can be felt on the clutch pedal.  These pulsations are noticeable when light foot pressure is applied.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_5. This can let the transmission input shaft and clutch disc vibrate up and down, causing an unusual noise.