

Reassembly and Clutch Adjustment with C3 Gearbox

By Francis on Tuesday, June 18 2013, 09:34 -

One changes the clutch either after removing the motor or after retraction of the drive shaft and removal of the gearbox.

The removal of the clutch mechanism and the disc does not present any particular difficulties. Think of locating the clutch assembly mechanism in relation to the steering wheel (balanced / aligned together)

There are two disc thicknesses and consequently two types of flywheels depending on the year and the serial number of the car. In short:

- Fly wheel with a depth of 25.9mm for a disc of 9mm thickness
- Fly wheel of 25.5mm for a disc of 8.4mm of thickness

In order to re-couple the gearbox to the engine, one must center the clutch disc. I use one of two techniques: Either the primary gearbox

shaft:



Or a universal disk centralizer



This consists of an axis on which is added:
A socket at one end that will fit into the flywheel housing



And a sliding cone which will center on the clutch disc



Here is the position of the disk with respect to the centering device. In this picture, the mechanism is deliberately absent to visualize the position of the centralizer.

In practice you have to position the the disc, the mechanism and then insert the centering device.



Once the disc is centered, it is possible to tighten the 6 retaining screws to the torque of 1.25m.kg

Here the picture is taken with a primary shaft to center the set.



On the motor side the disc and the mechanism are mounted (centerer removed)

Now, all that remains is to position the graphite clutch release bearing on the clutch fork located in the clutch housing. It is imperative to immerse the graphite clutch release bearing 24 hours in engine oil before its installation (with lubricating feeder (if present) likewise)



The the clutch release bearing studs will be mounted in this direction



Positioned on the fork



And if the clutch release bearing includes a lubricating auget / reservoir, the lubricating pipe is replaced in the following manner:

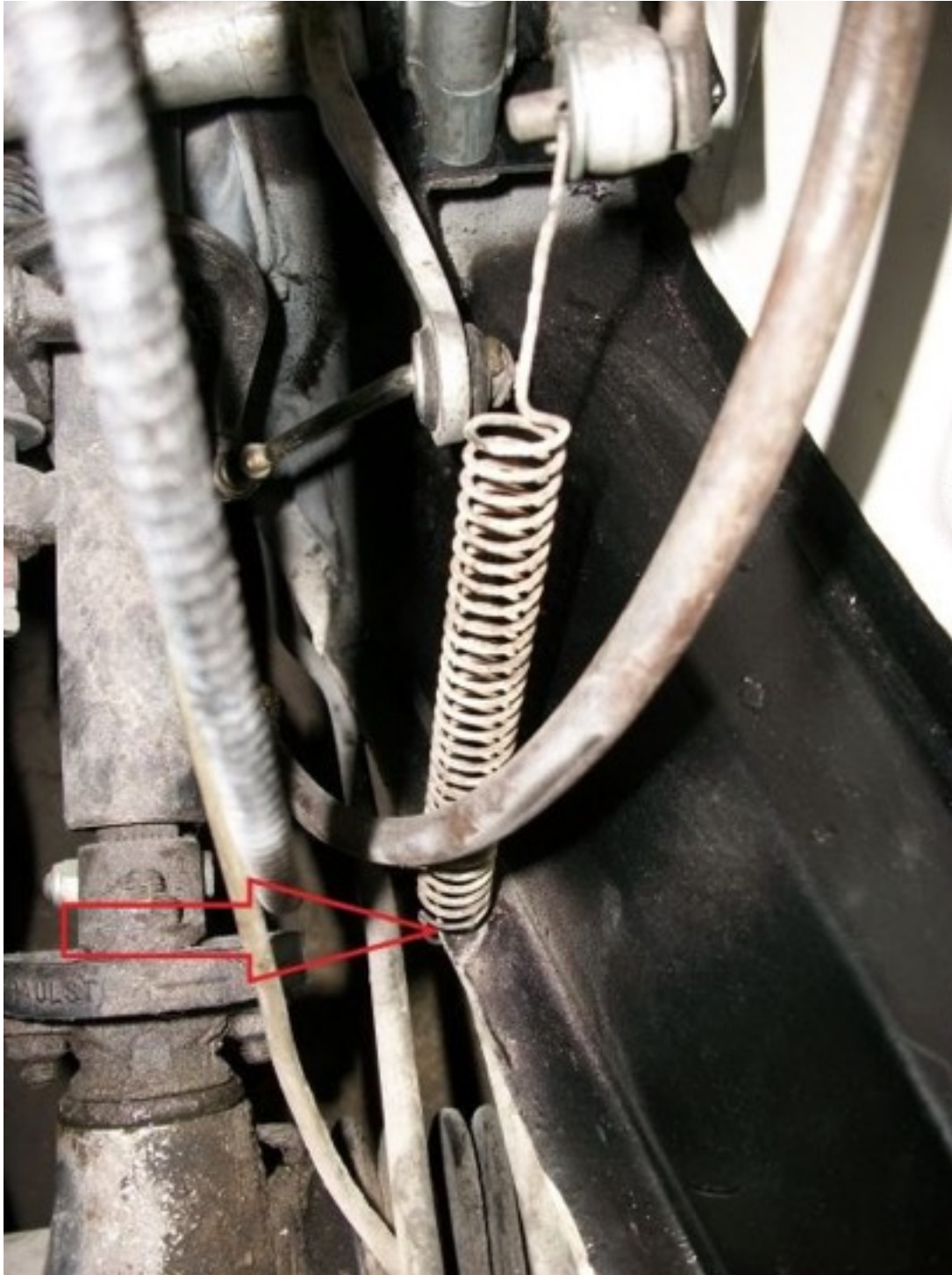


Once the clutch is assembled, one only needs to adjust the clutch set screw or guard; This guard setting is often poorly performed, and directly influences the longevity of the clutch release bearing (sometimes less than 10000kms)

This adjustment is located on the control rod located next to the master brake cylinder:



The first thing to do is to remove the support spring located at the bottom of this rod. Note that it is enough to simply unclip it from the bodywork side.



And then turn the 6mm brass nut in one direction or another to obtain clearance between the nut and hooking sleeve of between 3 to 4.5 mm. Which corresponds to a pedal play of 2 to 3 cm.



Once the actual setting of the clutch guard screw has been carried out, one only needs to replace the spring by re-hooking to body work.