LuK Clutch Academy 2WD Tucson 2.0P

Compact SUVS are quite a popular choice of vehicle and the chance of one arriving at your workshop is highly likely. The LuK technical team takes a look at a 2WD 2.0 petrol clutch replacement on the Hyundai Tucson.

The vehicle is probably fitted with alloy wheels, so before starting the repair, make sure that the locking wheel nut key is available. For this repair, we used a two post ramp, an engine support, two long axle stands and a transmission stand and cradle.

(i) Tech Tips

Open the bonnet and remove the battery and stow the battery cables safely. Once this has been done, the battery tray can also be removed. Disconnect the air flow sensor cable (fig 1) and stow safely out of the way. Disconnect the air duct and hose assembly and remove it. Completely remove the air cleaner assembly, which will expose the top of the gearbox.



Disconnect the reverse light and speed sensor connectors and stow. Remove the top nut holding the clutch release lever in position (fig 2) and remove the two bolts that hold the external slave cylinder in place on the top of the gearbox (fig 3). Stow the lever and slave cylinder safely out of the way.



Remove the clips that hold the gear linkage cables and pop them out of position. To make access a little easier to the top bell housing bolts, remove the horse shoe clip that holds both gear link cables into the retaining bracket and stow the cables safely. Remove the



four top bell housing bolts, making sure you take note of the different sizes, so they are installed correctly when refitting the gearbox. Install the engine support and then remove the top gearbox mounting bolts and mount. Raise the vehicle carefully.

Remove the plastic under tray and drain the gearbox oil. Remove both front wheels and remove the N/S drive shaft nut. Remove the bolts from the N/S and O/S bottom ball joints and disconnect both of them from position. Remove the N/S drive shaft completely. The O/S drive shaft can just be removed from the gearbox side and supported safely by using bungee ties.

Support the steering rack using two bungee ties, and remove the two bolts and bracket that hold the rack to the rear gearbox mount (fig 4). Support the sub frame, using the long axle stands, and remove the sub frame bolts. Remove the two centre bolts from the front and rear gear box mounts (fig 5). Carefully lower the sub frame and move



completely out of the way.

Support the gearbox using the transmission jack and cradle, making sure that all the wiring harness and pipes are clear from the gearbox, remove the remaining bell housing bolts, separate the gearbox from the



engine and carefully lower the gearbox to the floor. Remove the worn clutch and release bearing.

Check the flywheel for signs of heat stress or excessive wear. If the surface of the flywheel is to be skimmed, make sure that the same amount is taken from the clutch bolting surface. Failure to check and rectify these areas may cause the clutch to operate incorrectly. Clean the bell housing and remove any debris. If any oil leaks are visible then these must be repaired before refitting the gearbox.

Before fitting the new clutch disc, make sure the input shaft is clean and free from any wear. Put a small dab of high melting point grease (not a copper-based product) on the first motion shaft splines, and make sure the new driven plate slides freely back and forth. This not only spreads the grease evenly, but also makes sure you have the correct kit. Wipe away any excess grease off the shaft and driven plate hub. Using a universal alignment tool and checking the driven plate is the correct way round (note "Getriebe Seite" is German for "Gearbox Side"), the clutch can be bolted to the flywheel evenly and sequentially.

Make sure any dowels have not become dislodged or damaged and replace any that have. Install the gearbox and make sure the bolts are secured and all mountings are refitted before removing the supporting transmission jacks. Refitting the remaining components is the reverse of removal.

For technical support and repair installation tips, go to www.RepXpert.com or you can call the LuK technical hotline on

0044-143-226-4264

