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LuK Clutch Academy

Opel Meriva 1.4P

REXPERT Alistair Mason replaces the clutch on an Opel Meriva after the customer reported that the clutch was 'slipping'. Like other Opels, components are bolted to the subframe, which has to be lowered, so these helpful tips from LuK should help speed the job along.

Disconnect the steering column universal joint (Fig 1) from the steering rack, so it can be lowered with the subframe, and cable-tie the radiator to the bonnet locking platform bracket, as it's normally supported by the soon-to-be-lowered subframe.



Unbolt the gear linkage from the top of the gearbox (Fig 2), and remove the pin from the gear linkage pin.



Remove the starter motor to bell housing bolt and the upper bell housing bolts. Unbolt the two gearbox mount bolts, allowing the power-unit to sit on the front and rear engine tie rods and disconnect the reverse light multiplug. Slacken the LH wheel nuts and driveshaft nut, then, after removing the split pin, raise the vehicle on the ramp.

Undo and remove the LH anti-roll bar link rod to strut nut, then loosen the lower edge of the RH wheel arch liner. Remove the LH lower ball joint bolt. From underneath, remove the small clip from the second gear mechanism arm pin and push the arm up to release it.

Disconnect the concentric slave cylinder (CSC) pipe and follow instructions in the new CSC box i.e. locate and discard the sealing cap (Fig 3), then, if possible, blank the hose. Support the engine and remove the rear tie bar bracket bolts (Fig 4) and disconnect the oxygen sensor multiplug.



Unscrew the two bolts securing the front engine tie rod bracket and allow it to hang. Support the subframe on a transmission jack, and undo three of the four subframe bolts, leaving the front RH bolt loose but engaged. Separate the LH lower ball joint and lower the subframe supported on the jack. Secure the LH MacPherson strut away from the body with a wooden block (Fig 5) and



remove the LH driveshaft.

Lower the transmission jack supporting the engine, and remove the remaining bell housing bolts. Withdraw the gearbox onto the lowered subframe, whilst disconnecting the RH driveshaft, then lower safely to the floor or bench.

With the gearbox removed, the bell housing can be cleaned and the CSC replaced. **Note:** the new version does not require the top hat seal, and the new CSC should never be compressed prior to fitting, because it can lead to leakage problems.

Always use the correct length and headed screws, and then tighten them all evenly with a torque wrench, to ensure even clamping on the backplate. After fitting the new adapter that doesn't need the top hat seal, attention can turn to the clutch.

Unbolt the old clutch, noting the direction of the driven plate. Withdraw the clutch parallel to the flywheel, as peeling the clutch cover back can damage one of the flywheel dowels, preventing the new clutch from fitting.

If fitting a new clutch cover on the dowels proves difficult, try fitting the old clutch to see if the dowels were damaged on removal.

After cleaning up the flywheel and rectifying any oil leaks, the new clutch can be fitted.

Lubricate the input shaft splines with a small amount of grease, then slide the driven plate back and forth a few times, before rotating and repeating until the grease is evenly distributed. Use a clean cloth to remove any excess, as clutches and grease don't mix. Centralise the drive plate, then the cover can be bolted up evenly and sequentially.

Check the gearbox dowels are in place and carefully refit the gearbox. Replace all the parts removed, not forgetting to connect the steering column to the steering rack.

Find more information fitting times and instructions can be found on the REXPERT garage portal, www.rexpert.co.uk, or call the REXPERT technical hotline on +44 1432 264 264.

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