

## Alfa GT, 147 and 156 Stiff Clutch Symptoms on JTD Models

The Valeo Service Technical department have received numerous calls concerning certain Alfa Romeo models experiencing the symptom of a “stiff” or “creaking” clutch both before and after a clutch change. This Technical bulletin has been produced to identify potential issues, external to the clutch, that will cause the above symptom.

### Worn Release Arm Bushes

In order for the release arm to pivot correctly it is important that special attention is given to the bushes that the release arm is situated in on the bell housing. A common issue on the Alfa Romeo models is that the bushes tend to corrode/clog and partially seize up causing difficulty when trying to select gears. The bushes should be checked and cleared of any dirt or debris, or if worn, replaced with new bushes. Valeo are also aware that in some Alfa models the bushes have been modified from their original design. The reason for the modification is to allow moisture to drain from them more efficiently. To confirm that the bushes have been modified in your vehicle please contact an Alfa Romeo dealer.



*Check the release arm bushes for wear and replace them if necessary to ensure the release arm does not seize. Also the release bearing should be checked for dirt as this may cause it to bind on the shaft.*

## Incorrect Alignment of the Clutch Pedal Rod to Master Cylinder

If the clutch pedal rod is not aligned correctly and is entering the master cylinder at an angle it will cause the rod to push against the edge of the cylinder causing a creaking sound. Please note this can happen for a number of reasons such as incorrect alignment during the replacement of the master cylinder or the bulk head has been distorted forcing the rod to move at an angle etc. Please take the time to rectify the root cause and stop the issue from reoccurring.

Please note that on occasions it has been found that the clutch pedal rod needs to be greased at the point it penetrates the master cylinder. If not correctly lubricated it can cause a “squeaking” or “creaking” noise when engaging the clutch.

## Checking the Master Cylinder

If the vehicle is being repaired due to a heavy or creaking clutch the master cylinder should always be checked to ensure it is working to its full capacity. If the release arm has seized or the release arm bushings need replacing it causes an increase in pressure required to operate the clutch. This causes unnecessary stress on the master cylinder thus potentially damaging the seals / rubbers. Similar checks should also be made to the clutch release cylinder.

Also a visual check should be made to the clip securing the master cylinder pushrod to the pedal has not snapped or worked itself loose.

