# Checks to complete when fitting 821340 on Citroen and Peugeot applications.

When fitting clutch kit 821340, special attention should be given to the surrounding components to ensure no clutch actuation faults occur.

**Valeo Service UK advises to always replace the clutch cable when replacing clutch kit 821340.**

## Removing the Retaining Cap

The clutch cable should come with a white plastic retaining cap. Please do not remove the cap until the pedal and the gearbox ends of the cable have been fitted correctly and the cable is located in its correct position. VALEO recommend the use of PSA cable reference 2150EF.

## Correctly Fitting the Cable

Feed the cable through the bulkhead towards the pedal box ensuring that there are no bends in the cable and the automatic adjust is sat flush against the end cap. Failure to do this may damage the automatic adjustment mechanism and can over strain the cable as seen in the opposite image.

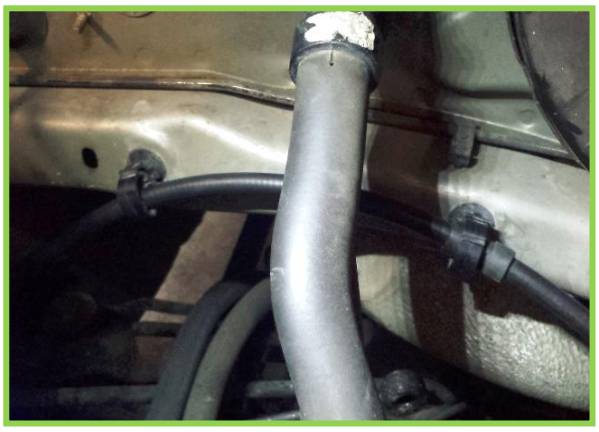
valeo tech centre

www.valeoservice.co.uk
**Valeo Service (UK) Ltd,**
Heming Road, Washford, Redditch, Worcestershire, B98 0DZ
Tel: 01527 838300 Fax: 01527 523732

Valeo Service

## Correctly Fitting the Cable

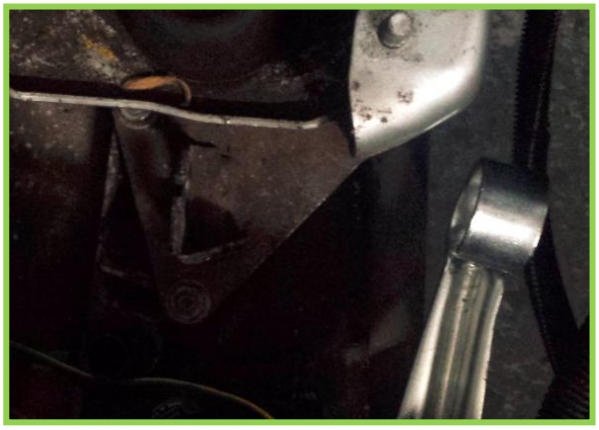
Ensure that the cable is fed along the firewall and is securely located into the cables retaining clips.

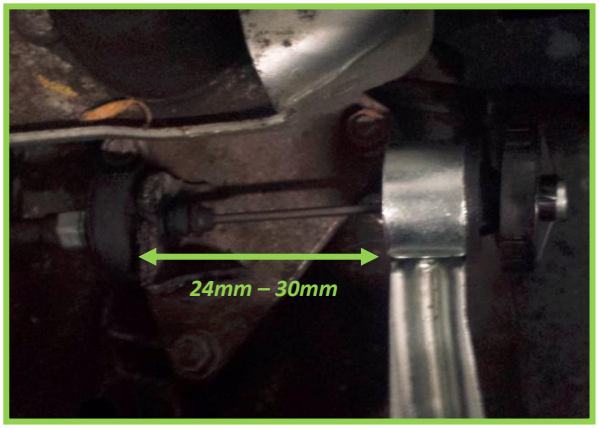


## Correct Actuation Fitment

To set the clutch cable to the correct specification two people are required:

1. Fit the cable to the bulk head, ensuring the rubber is correctly located in the tube.
2. Connect the cable to the clutch pedal.
3. Fit the opposite end of the cable into the clutch actuation lever and gearbox bracket.
4. With the aid of a colleague depress the clutch pedal until the locking collar can be removed.
5. Operate the clutch pedal a couple of times to allow the automatic adjuster to set its position.
6. With the clutch pedal depressed, measure the distance between the gearbox bracket and the actuator arm. The measurement should be between 24mm and 30mm, any less will cause over travel of the release bearing, and any more will cause an incomplete lift of the diaphragm.
7. If the measurement cannot be achieved purchase another cable as this may be a result of a faulty automatic adjuster.






*The cable should measure between **24mm and 30mm***

valeo tech centre

www.valeoservice.co.uk
**Valeo Service (UK) Ltd,**
Heming Road, Washford, Redditch, Worcestershire, B98 0DZ
Tel: 01527 838300 Fax: 01527 523732

Valeo Service

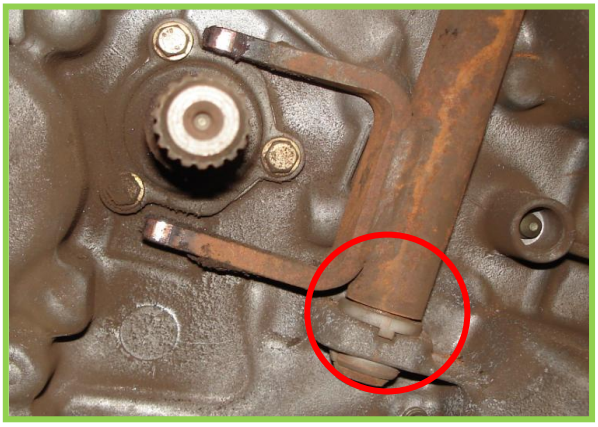
## Replacing the Guide Tube

On this vehicle it should be common practice to ensure the **Guide Tube** is replaced every time the clutch assembly is replaced. The wear on the guide tube and the build up of dust and contamination limits the free movement of the bearing and arm and will result in a clearing issue.

There is also a high risk of gear oil being deposited onto the new clutch if the seal is worn or damaged. The guide tube needs to be replaced otherwise this may create excessive, premature preload wear to the pressure plate fingers, causing difficulty in gear selection / clutch judder issues etc.

## Checking the Release Arm Bearings

It is also recommended that the clutch release arm bushes (bottom release arm bushes circled in red) be checked for wear and if necessary be replaced. Before fitting the clutch fork arm into the upper and lower bushes, lubricate the arm with grease specified by the manufacturer.



valeo tech centre

www.valeoservice.co.uk
**Valeo Service (UK) Ltd,**
Heming Road, Washford, Redditch, Worcestershire, B98 0DZ
Tel: 01527 838300 Fax: 01527 523732

Valeo Service

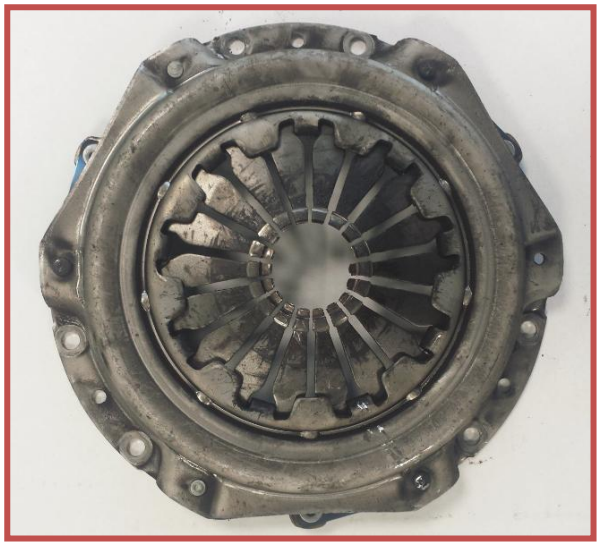
## Checking the Release Mechanism

When fitting the clutch release bearing rotate the clutch fork to its highest position and mount the bearing over the guide tube carefully. Rotate the clutch fork arm backwards towards the gearbox and slide the bearing under the fork at the same time. If you carry out the procedure this way it won't break off the **small retaining clips on the bearing**. It is possible to inadvertently move the actuating arm forward whilst trying to get the input shaft of the transmission to line up with the clutch. If the lever is moved forward enough, it will misalign the bearing on the Guide Tube and will not be correctly positioned on the clutch fork. This will be visible on the bearing and will result in preload on the pressure plate fingers. Be careful not to move the lever prior to installation. If this is done it may require the gearbox be lowered from the vehicle and the release bearing be realigned.

## Clutch Preload

Failure to perform the checks detailed in this technical bulletin may result in the vehicle being unable to take up drive and/or having difficulty in selecting gears.

Once removed, excessive wear on the clutch cover fingers are a sure sign that that one of the failures detailed in this technical bulletin have occurred. If units are returned in this condition Valeo Service reserves the right to reject the claim.



valeo tech centre

www.valeoservice.co.uk
**Valeo Service (UK) Ltd,**
Heming Road, Washford, Redditch, Worcestershire, B98 0DZ
Tel: 01527 838300 Fax: 01527 523732

Valeo Service