

Clutch Judder on Peugeot, Citroen and Fiat vehicles with pull-type clutches

Part Number: Multiple

For Vehicle: Citroen, Fiat, Peugeot

The vehicle manufacturers listed above have produced vehicles that incorporate a clutch using a pull type clutch. In these instances the release fork pulls the release bearing in order to perform a disengagement of the clutch disc rather than pushing.

During the lifetime of the vehicle, these release forks can suffer from wear on the contact fingers. As a consequence of this wear, the release fork contact points begin to lose its spherical geometry and as a consequence the clutch operation is not progressive. This causes a sudden engagement of the clutch disc which can produce sporadic vehicle judder noticed more commonly when the vehicle starts to move from a standstill.

This judder is often misdiagnosed as a clutch disc and/or flywheel issue. This misdiagnosis is often because the wear on the release fork is not evident unless you disassemble the release fork from the gearbox or by using a small mirror. This is because the areas of the release fork exposed to contact wear against the release bearing are located on the gearbox side and are difficult to check directly.

It is very important during the installation of pull type clutches to check the release fork for wear thoroughly by removing the release fork and performing a full visual inspection of the part and replacing if any wear is evident. It is also good practice to check the absence of free play between the release fork and its pivot axle for any wear on the worn axle bushes and the condition of the guide tube.

A worn release fork can cause at least one of the following:

- Clutch jerk and/or judder
- Deformation or breakage of the release bearing lugs and/or causing the disassembly of the release bearing from the pressure plate

In some instances, as a result of the judder/vibration, the diaphragm spring within the clutch suffers rotation and this rotation causes the pressure plate cover to make contact. In these cases it is necessary to change the clutch kit. Due to the rotational vibration caused through the transmission it is also recommended to check the crankshaft damper for any wear due to the additional load placed through the transmission.

