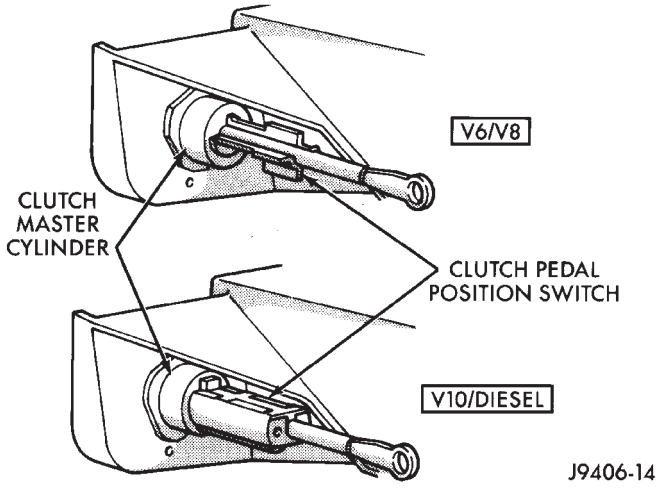

Fig. 7 Clutch Pedal Position (Interlock) Switch

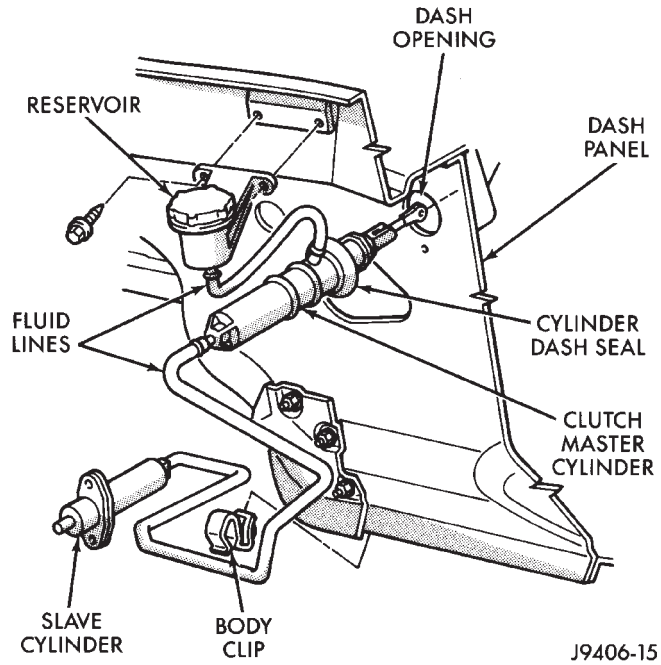

Fig. 8 Clutch Hydraulic Linkage

CLUTCH LINKAGE FLUID

The clutch fluid reservoir, master cylinder, slave cylinder and fluid lines are prefilled with fluid at the factory during assembly operations.

The hydraulic system should not require additional fluid under normal circumstances. In fact, **the reservoir fluid level will actually increase as normal clutch wear occurs. For this reason, it is important to avoid overfilling, or removing fluid from the reservoir.**

If inspection or diagnosis indicates additional fluid may be needed, use Mopar brake fluid, or an equivalent meeting SAE and DOT standards J1703 and DOT 3. Do not use any other type of fluid.

CLUTCH COMPONENT LUBRICATION

Proper clutch component lubrication is important to satisfactory operation. The correct lubricant and not overlubricating are equally important. Apply recommended lubricant sparingly to avoid disc and pressure plate contamination.

Clutch and transmission components requiring lubrication are:

- pilot bearing
- release lever pivot ball stud
- release lever contact surfaces
- clutch disc hub splines
- clutch pedal pivot shaft bore
- clutch pedal bushings
- input shaft splines
- input shaft pilot hub
- transmission front bearing retainer slide surface

Do not apply grease to any part of the clutch cover, disc, or release bearing.

RECOMMENDED LUBRICANTS

Use Mopar multi-purpose grease for the clutch pedal bushings and pivot shaft. Use Mopar high temperature grease (or equivalent) for all other lubrication requirements. Apply recommended amounts and do not overlubricate.

GENERAL DIAGNOSIS INFORMATION

Unless the cause of a clutch problem is obvious, a road test and component inspection will be required for accurate diagnosis.

A road test will help determine the type of fault while component inspection will identify the problem component.

During a road test, drive the vehicle at normal speeds. Shift the transmission through all gear ranges and observe clutch action.

If chatter, grab, slip, or improper release is experienced, remove and inspect the clutch components. However, if the problem is noise or hard shifting, further diagnosis is needed. The transmission or another driveline component may actually be at fault.

Careful observation during a road test will help narrow the problem area.

CLUTCH PROBLEM CAUSES

CONTAMINATION

Fluid contamination is one of the more common causes of clutch malfunctions. Oil, water, or clutch fluid on the clutch contact surfaces will result in faulty operation. The usual result is chatter, slip, or grab.

During inspection, note if any components are contaminated with oil, hydraulic fluid, or water/road splash.

Oil contamination indicates a leak at either the rear main seal or transmission input shaft.

Oil leakage produces a residue of oil on the housing interior and on the clutch cover and flywheel.