

TEST DRIVE

Proper testing and break-in are critical to optimum performance and long clutch life. Clutch break-in must be performed under controlled circumstances. Also, checking for a correct installation through a test drive and break-in assures proper operation and results in a satisfied customer.

On new clutch installations, a short vehicle test drive should be completed to break in or seat the new friction material to the flywheel and pressure plate surfaces. During the test drive it is possible that the clutch could slip until the friction surfaces are seated in. Often, slippage indicates that the clutch or flywheel is contaminated with grease or oil and the break-in process is actually burning off this material. Limited slippage benefits the break-in process by allowing the friction surfaces to wear slightly, allowing the clutch to seat.

NOTE

If excessive slippage occurs and is allowed to continue, clutch temperatures will quickly rise and cause more slippage. If this happens, the vehicle should be allowed to stand for 30 to 60 minutes so that the clutch can cool down. Usually, normal operation (without slippage) will resume after cool down.



CAUTION

Sustained slippage of the clutch can damage the clutch friction material.