

2 – CLUTCH

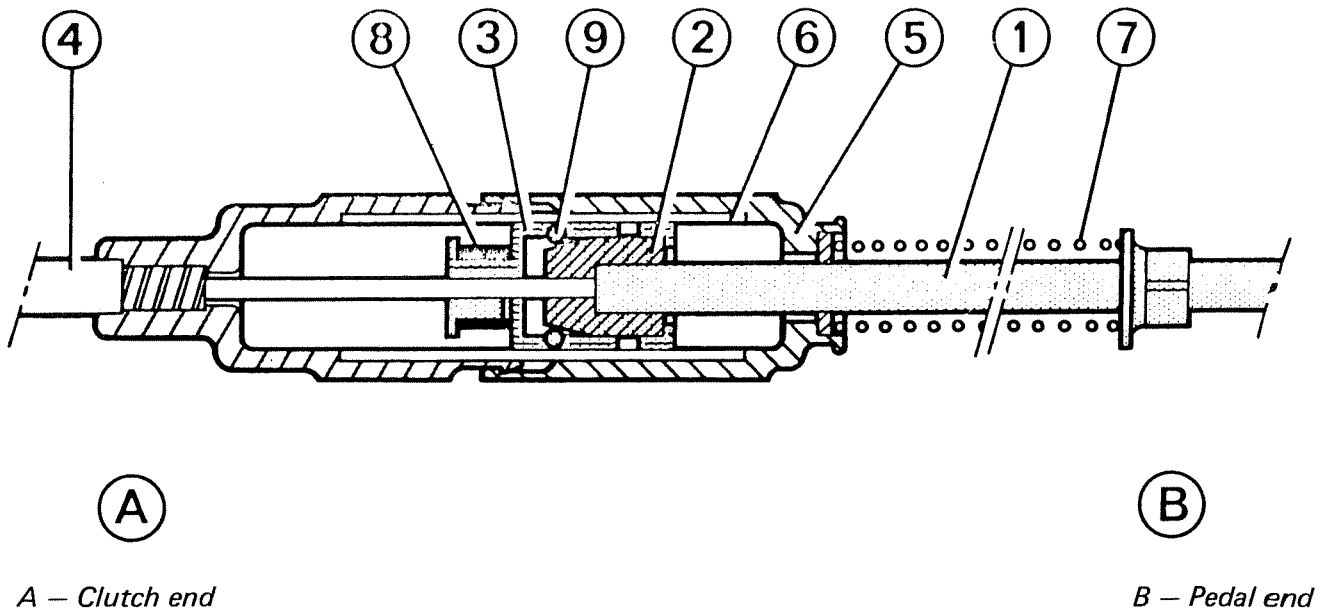
Cable operated clutch control with automatic adjuster, on the 505

An initial batch of 5 000 type 505 vehicles fitted with a mechanical clutch control have been fitted with a cable that has an automatic adjuster (—► 1 644 726).

This system permits the deletion in service of the operation of adjusting the clutch pedal travel.

Vehicles fitted with this system can be identified by the presence, on the cable cover, of a black casing containing the automatic adjuster.

DESCRIPTION – PRINCIPLE OF OPERATION



The automatic adjuster consists of two separate parts :

- one part, at the pedal end (B) consists of a sleeve (1) to which is secured a cone (2) inside a housing (3)
- the other part, at the clutch end (A) consists of a sleeve (4) to which is secured a housing (5) containing a cylinder (6).

The respective positions of these two parts are maintained by a spring (7) that keeps the clutch cable under a slight tension (the release bearing is in permanent contact and any play, wear or stretch is taken up).

For the clutch to be operated, these two parts must be secured to one another.

To do this, when the clutch is depressed, the cone (2) moves the housing (3). The housing is locked to the cable by a floating assembly (8) that permits the cone to make contact with the balls (9) and lock itself against the cylinder (6).

When the assembly is locked in this way it behaves like a conventional clutch cable and operates the clutch.

When the pedal is released, the spring (7) returns the two parts of the cable cover to their original positions and thus takes up any play or stretch.

REMOVING AND REFITTING PRECAUTIONS

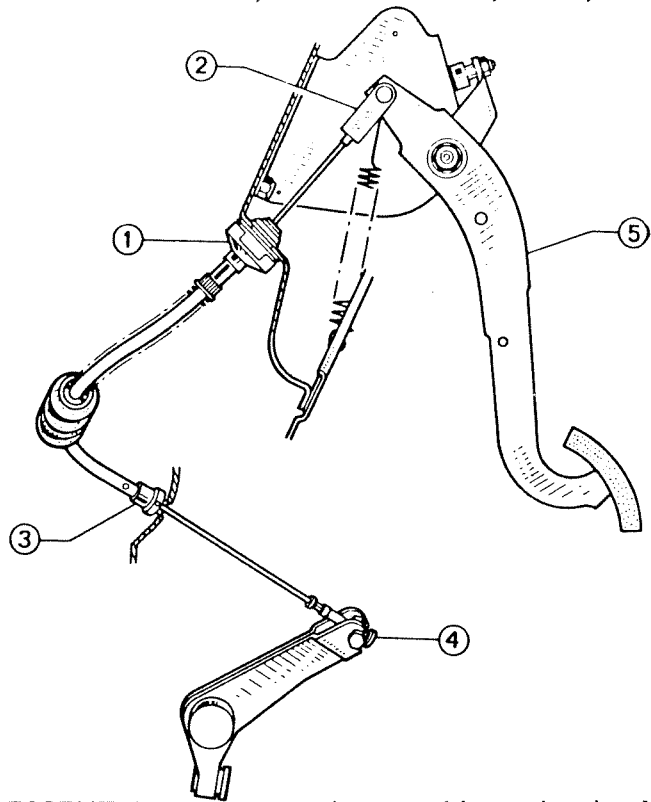
Important :

If the following fitting and removing instructions are not adhered to, the automatic adjuster system may become jammed or inoperative.

Fitting to the vehicle

Proceed in the following order:

- Fit the cable cover stop at the pedal end (1)
- Fit the clevis at the pedal end (2)
- Fit the cable cover stop at the clutch end (3)
- Fit the end fitting at the clutch end (4)



Removing, on the vehicle

Carry out the above operations in reverse. IT IS ESSENTIAL to start at the assembly at the clutch end (4).

Interchangeability requirements.

Fitting the clutch control with an automatic adjuster has involved the following modifications:

- Fitting a non-adjustable pedal stop
- Fitting a pedal return spring of the hydraulic control type. In fact, under no circumstances is the clutch pedal to be returned by the spring that takes up the play in the automatic adjuster system.

The Parts Department will not be supplying, for this initial batch, the cable incorporating the automatic adjuster system. Should one have to be replaced therefore :

- Replace the pedal stop by a stop 2131.15
- Fit a clutch cable 2150.54
- Fit the appropriate spring 2148.15 (secured to the pedal at the point shown as (5) on the above diagram)
- Replace the pedal shaft with a hole in it (pinned by one end of the spring) by a shaft 4533.14 that has a groove in it for clip 2438.05 (fit a spacer 2141.15).

Follow-up, in service

So that any defects can be correctly analysed, we request that you should, if ever any problems are encountered concerning this new system :

- inform us, accurately, of the nature of the defect via DAV 10
- automatically return the cables, without attempting to rectify them through the normal warranty channels.