

## Adjustment of Free Travel of Clutch Pedal

Type 220a

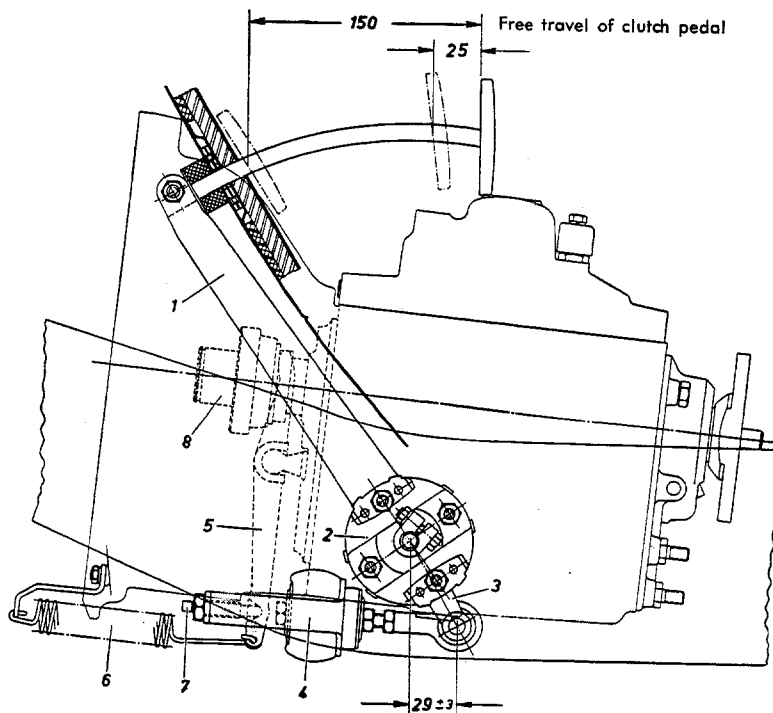


Fig. K 5a/01

- 1 Clutch pedal arm with pedal
- 2 Shaft plate
- 3 Intermediate arm
- 4 Clutch linkage
- 5 Clutch throwout fork
- 6 Return spring
- 7 Adjusting screw
- 8 Throwout collar

150 mm (5.91")  
 25 mm (1")  
 $29 \pm 3$  mm ( $1.14 \pm 0.12$ ")

## Procedure:

1. Before attempting pedal adjustment, check position of arm (3). The eyelet of the arm must be  $29 \pm 3$  mm ( $1.14 \pm 0.12$ ") behind the clutch pedal shaft when clutch pedal arm abuts against rubber stop at toe board.

If the distance is smaller or larger than  $29 \pm 3$  mm ( $1.14 \pm 0.12$ "), take arm off the splines of clutch pedal shaft and shift one or two splines to the front or rear, as required.

Note that the **vertical** distance between center of clutch pedal shaft and center of adapter spring is 4 mm (0.16") in engaged condition (see Fig. Ku 6a/7). Deviations from this value can be corrected by displacing the bearing plate on the transmission (see Fig. Ku 6a/01). If the distance is too great, clutch pedal actuation is excessively hard because the resistance offered by the adapter spring has to be overcome.

In installed condition the adapter spring of the 2nd design must be 155 mm (6.11") long. (See Figs. Ku 6a/01 and Ku 6a/7).

Check whether the rubber bumpers (11 and 13) are sufficiently compressed, so that the cup washers (12) abut against the spacer sleeve (5). On the other hand, the spacer sleeve must not be deformed by tightening the check nut (9) excessively (see Fig. Ku 5a/3).

2. Loosen check nut of adjusting screw (7) at clutch linkage. Turn adjusting screw in or out until free travel of clutch pedal is 25 mm (1"). (See Fig. Ku 5a/01).

**Note:** If new rubber parts (shaft plate etc.) have been installed in the clutch actuating mechanism, adjust the clutch pedal to a free travel of 15 mm (0.6") as the newly installed rubber parts will yield a little after the clutch has been engaged and disengaged several times.

3. Tighten check nut of adjusting screw at clutch linkage again.

**Note:** After the check nut has been tightened, at least one or two threads of the adjusting screw (7) must be visible. If this is not the case, the length of the clutch linkage must be corrected by turning pull rod (2) into pull rod head (1). See Fig. Ku 5a/3.

The check nut (9) must be tightened sufficiently without deforming the spacer sleeve (5).

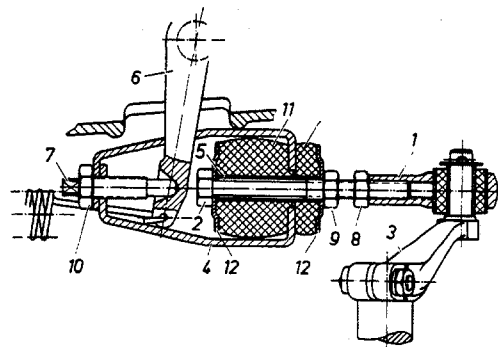


Fig. Ku 5a/3

- |                        |                         |
|------------------------|-------------------------|
| 1 Pull rod head        | 7 Adjusting screw       |
| 2 Pull rod             | 8, 9 and 10 Check nuts  |
| 3 Intermediate arm     | 11 Rubber bumper, front |
| 4 Yoke                 | 12 Cup washer           |
| 5 Spacer sleeve        | 13 Rubber bumper, rear  |
| 6 Clutch throwout fork |                         |