

BRAKE FLUID LEAKING:

- Excessive initial gap between bearing and clutch at setup. This is by far the most common mistake.
- Wrong brake fluid (or fluid other than brake fluid) used. Use only DOT 3, DOT 4 or DOT 5.1 brake fluid. Avoid high temperature brake fluids.
- Clutch hose damaged by clutch. Be sure clutch hoses are out of the way of rotating components and are secured.
- No pedal stop (if being used with a larger sized master cylinder).

CLUTCH WON'T RELEASE:

- Air in system.
- Too small of master cylinder.
- Pedal motion ratio or footwell design prevents full stroke of master cylinder.
- No pedal stop (in some applications) will mean the fingers are being pushed into the clutch disc.

CLUTCH WON'T ENGAGE (STAYS RELEASED):

- Cutoff port of master cylinder blocked. Check master cylinder pushrod for clearance.
- Bellhousing out of parallel or concentricity.
- Burr or debris behind bearing mount (bearing not mounted flat).

CLUTCH PEDAL STAYS ON FLOOR:

- If the clutch is not staying disengaged, this is a master cylinder or pedal geometry issue. There is nothing a hydraulic release bearing can do to make the pedal stay on the floor.
- Check for excessive master cylinder pushrod angle or binding in the system.
- Some OEM clutch pedals have a driver assist spring (over the center spring) to reduce driver leg fatigue. Some of these may not be compatible with aftermarket release bearings or clutches.

CLUTCH PEDAL IS TOO HEAVY:

- Insufficient clutch pedal motion ratio
- Master cylinder too large for application
- Clutch spring too heavy for application

CLUTCH PEDAL FEELS "NOTCHY" WHEN RELEASING CLUTCH:

- Bearing is not mounted concentric with clutch.
- Bellhousing is out of parallel (many steel bell housings have excessive powder-coating).
- Burr or debris behind bearing mount (bearing not mounted flat).

BEARING MAKES NOISE (NEW BEARING):

- Make sure it is the clutch bearing and not the input shaft bearing.
 - Does the noise stop when the pedal is depressed?
 - Does it only make noise when the pedal is depressed?
- Some new bearings will make noise when skidding on initial take-up. On a new bearing, the grease is not evenly distributed, and the seals are stiff. As the bearing breaks in, this will usually go away.

BEARING FLINGS EXCESSIVE GREASE:

- Bearing was overpacked. Early 62-618 had this problem and it was messy but harmless. Newer 62-618 bearings (identified by large chamfer on OD) are filled with less grease and add an inner seal.
- Do not assume excess grease in the bellhousing means that the bearing is bad.