

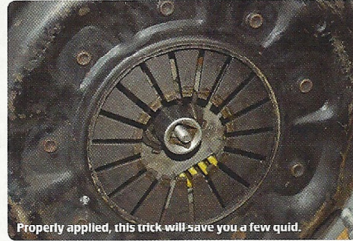


CLUTCH ALIGNMENT TOOL

Replacing your clutch? Time to raid your socket set..

WORDS AND PHOTOGRAPHY BY MICK HAWKSWORTH

You won't expect to be changing your clutch every few weeks, so buying a purpose-made tool is a needless expense – especially when you can cobble one together from bits and



Properly applied, this trick will save you a few quid.

pieces in your garage. The square nut used here is perfect, but any suitably sized nut and bolt will do. In step three, if the nut also passes through the second socket, you'll need to use a washer to hold it in place.



Workgauge

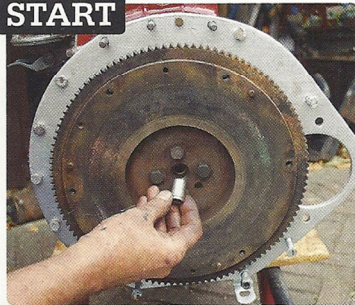


TIME (Minutes)	COST (Pounds)
0010	0000

TOOLBOX

- Socket set
- Nuts and bolts

START



1 A good rummage
Look for a socket to fit exactly into the back of the crank – probably one with a 3/8th drive. You may find only the business end of the socket will fit, but that's fine.



2 And another
Next, find a socket that will fit exactly into the middle of the clutch plate. This will probably be a half-inch drive and again, it might be that only the top half will fit.

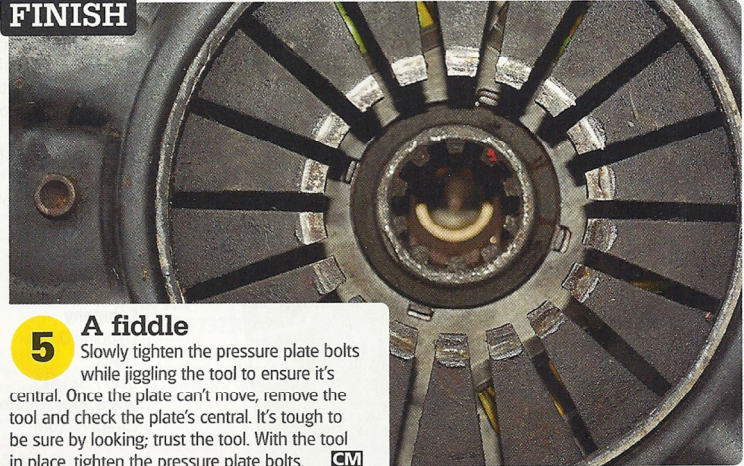


3 Last one
Find a nut and bolt to pass through both sockets. Tighten the nut and bolt, keeping the smaller socket absolutely central on the bigger one.



4 Start job
Fit the clutch plate (having first made sure it fits properly on the gearbox shaft) and bolt the pressure plate over it loosely, so the clutch plate can move when the tool's used to centralise it. Insert the tool until it fits into the crankshaft perfectly.

FINISH



5 A fiddle
Slowly tighten the pressure plate bolts while jiggling the tool to ensure it's central. Once the plate can't move, remove the tool and check the plate's central. It's tough to be sure by looking; trust the tool. With the tool in place, tighten the pressure plate bolts.