



GF 380, GF2 / 380, GF 420

NOTE

In the above mentioned clutch cover assemblies the cams may rupture. Neither early wear nor a defect in material are the culprit. Root cause of trouble is excessively high torsional engine vibration:

Possible damages:

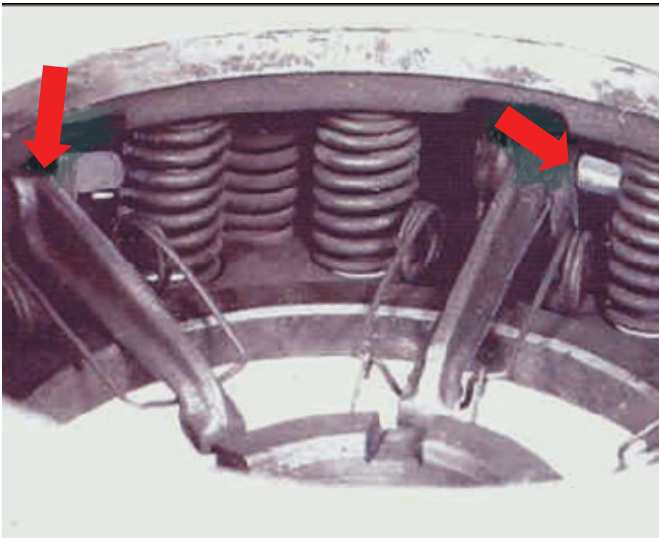


Fig. 1: Inner lever axles worn / pulled away

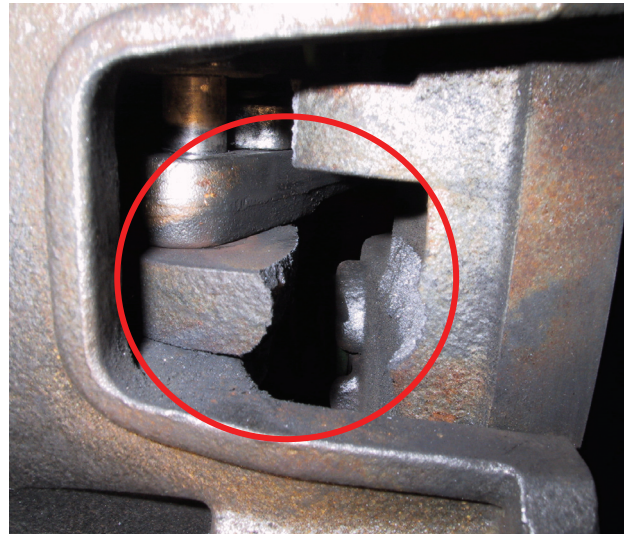


Fig. 2: Guide cam of pressure plate broken

NOTE

When you repair clutches with such obvious characteristics in the cover assembly it is absolutely necessary to remedy the root cause of trouble in the engine.

Potential root causes:

- Engine vibration damper defective
- Considerable pressure difference in the various cylinders
- Injection nozzles drip
- Injection pump defective or incorrectly adjusted