

## | Clutch

## | Loose Dampening Springs



# Loose Dampening Springs

On some clutch kits the dampening springs are loose and rattle before fitment to the vehicle. This can sometimes be mistaken for a faulty dampening mechanism but has been designed to operate in this manner.

A clutch and flywheel mechanism serves several purposes, to transfer 100% of the torque generated by the engine to the gearbox, to allow disconnection of the engine to the gearbox when needed, and to dampen rotating engine oscillations (acylisms) to the gearbox and reduce cabin transmitted vibrations.

On some engine and gearbox combinations the acylisms at low loads (at idle for example) the primary dampening springs are not sufficient enough to dampen these vibrations so a pre damper system is used. Once the engine load is increased, the primary damper springs come into effect and they then provide the dampening specifications needed.

This is a characteristic of several clutch kits Valeo Service supply and is normal.

An example of loose primary dampening springs is clutch kit 821183 fitted to Renault vehicles.

