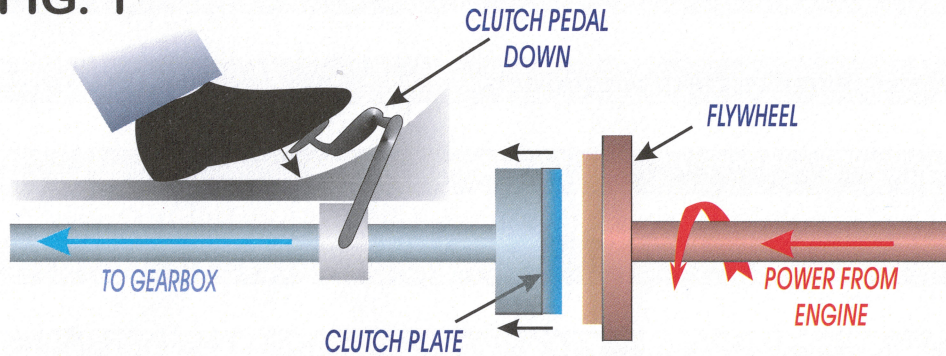
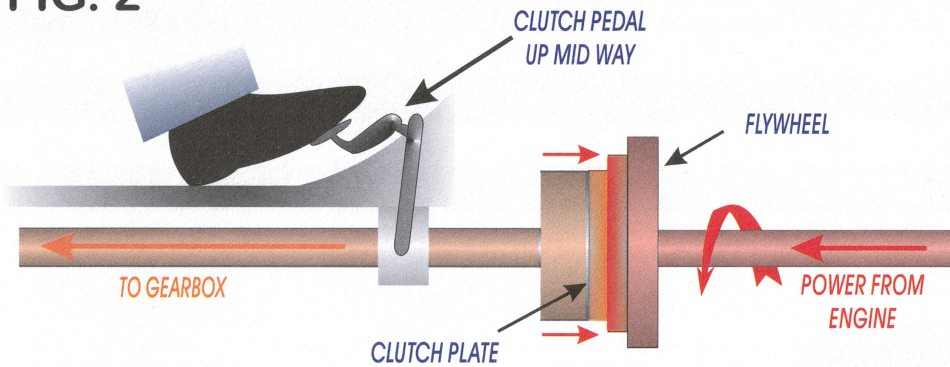


# The Clutch

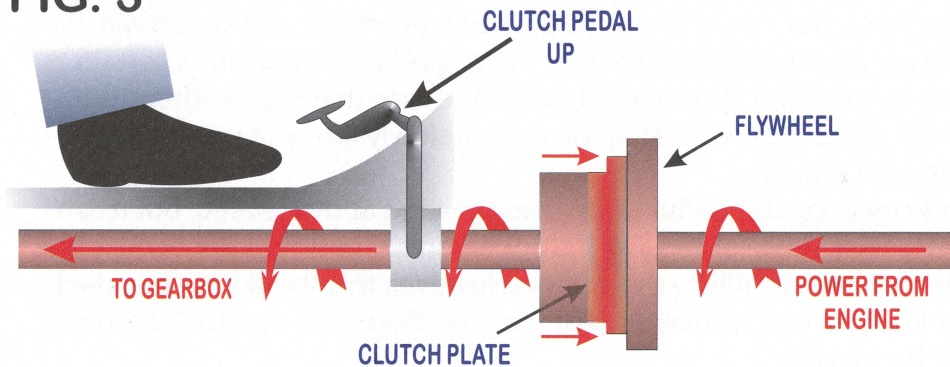
**DISENGAGED**  
**FIG. 1**



**BITING POINT**  
**FIG. 2**



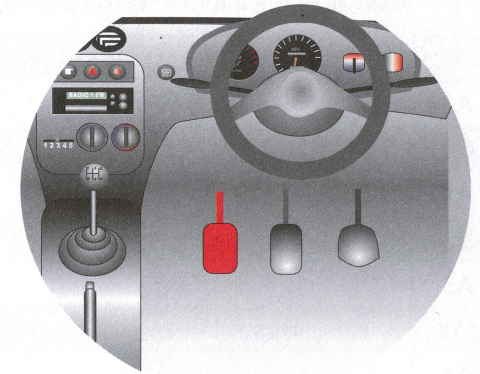
**ENGAGED**  
**FIG. 3**



**Purpose:** Enables the driver to engage and disengage the power from the engine to the driving wheels of the vehicle. This is done in order to allow the gears to be selected smoothly. It also allows us to control the vehicle at very slow speeds, this is known as **clutch control**.

**Use:** The clutch pedal is the left of the three pedals and is operated by the left foot. The ability to sense the 'biting point' and allow the plates to come together smoothly is essential when moving off and changing gear. The clutch pedal should be brought up all the way, except when performing clutch control, and should not be used as a foot rest.

**How it works:** In simple form, the clutch is made up of two plates. One of these, the flywheel, turns whenever the engine is running; the other, the clutch plate, is connected to the drive wheels via the gearbox, and turns only when in contact with the flywheel or when a gear is selected and the vehicle is moving. Pushing the pedal down (**Fig. 1**) separates the plates, therefore disconnecting the drive between the engine and the wheels. The point at which the two plates come together (**Fig. 2**) and the power from the engine is starting to be transferred to the wheels, is called the 'biting point'. When the clutch pedal is 'up' (**Fig. 3**) and a gear is selected, the plates are pushed together by spring pressure so that the engine will drive the car.



With compliments from

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