



Clutch / XTend type

(with automatic adjustment springs that **cannot be seen** from the outside)

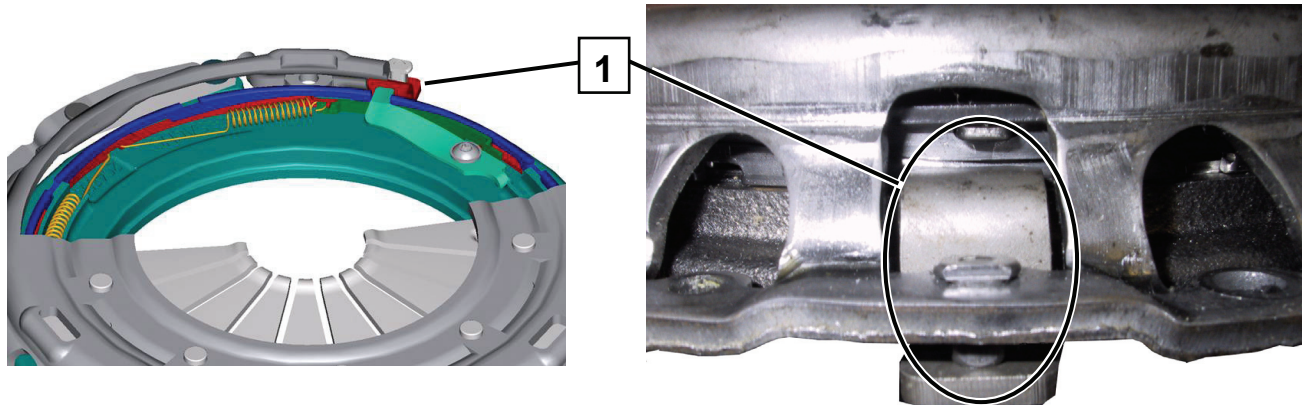


Fig. 1: The housing stop [1] is not fixed in the delivery condition. When screwing the clutch pressure plate onto the flywheel the catch is locked and is fixed thereafter.



Fig. 2: All Xtend clutches are marked with the suffix code symbol E, for example: M 240 E

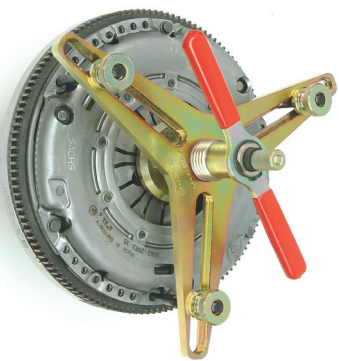


Fig. 3: Clamping device with centering pin
Manufacturer and source: KLANN Spezial-Werkzeugbau-GmbH, www.klann-online.de



NOTE

Re-use of XTend pressure plate:

The housing stop (Fig. 1 [1]) must lift-off from the clutch housing. This may require slight pressure. If the clutch housing stop is not loose, it will trigger the adjustment mechanism. It can then no longer be reset.



Clutch / type SAC

(with automatic adjustment springs [2] that are visible from the outside)

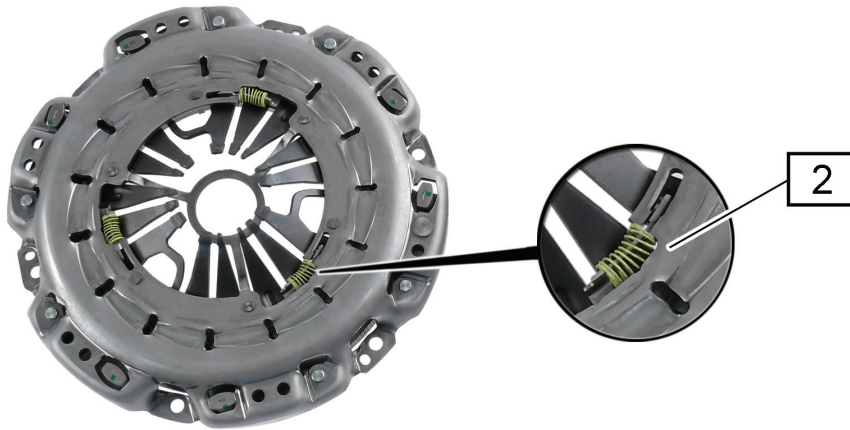


Fig. 4: Without latch striker

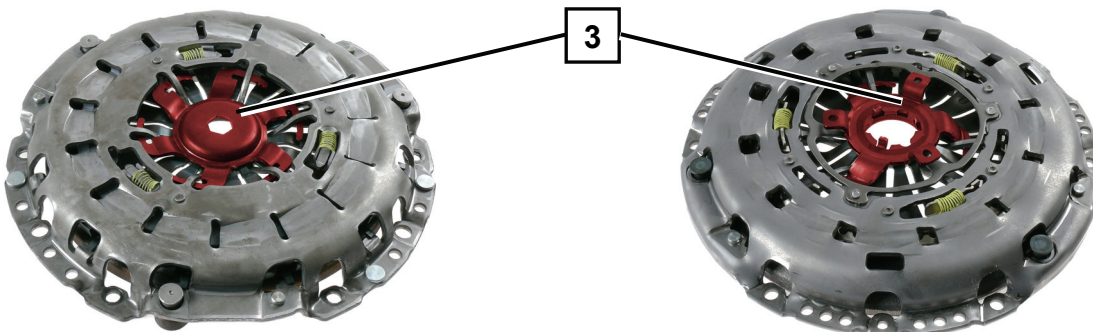


Fig. 5: With latch striker (BMW)

Fig. 6: With latch striker (Audi, SEAT, Skoda, VW)



NOTE

Check for clutch disk wobble prior to assembly: 0.5 mm max.

Clutches with a latch striker [3] are centered by using a special centering pin. Remove the latch striker [3] only **after** assembly! (Fig. 5 and Fig. 6)

We recommend that the pressure plate, the clutch disk, and the release device are always replaced at the same time.

To prevent functionality problems, such as disengaging problems or judder, following the installation of a self-compensating clutch, please note the following:



NOTE

Be careful when handling the clutch, otherwise the factory settings can be changed.

For assembly and for dismantling of the self-compensating pressure plate without a latch striker, use the clamping device with the centering pin (Fig. 3). This will prevent housing distortion and also pedal pulsation and uncontrolled adjustment.