



Fig. 1: XTend commercial vehicle with automatic wear compensation system

- | | | | |
|---|------------------------|---|------------------|
| 1 | Housing | 5 | Tension spring |
| 2 | Tangential leaf spring | 6 | Adjusting ring |
| 3 | Positioning pin | 7 | Retaining spring |
| 4 | Stop bolt | | |

Transport and handling of the clutch

NOTICE

Under no circumstances allow the pressure plate to fall or tip over. Otherwise, the retaining spring (7), the stop, the adjusting ring (6) and the tangential leaf spring (2) can be damaged.

Using a *new* clutch kit

Installation

The stop bolt (4) is already supplied with the specified torque from the factory. After installing on the flywheel, do **not** loosen the stop bolt (4)!



Reuse of pressure plate and clutch disk

Removal and installation

1. Before removal, loosen the stop bolt (4) by unscrewing it about two turns in order to lock the wear compensating device. **Do not** completely unscrew the stop bolt!
2. Loosen the mounting bolts for the pressure plate.
3. When installing the pressure plate, ensure that the positioning pin (3) for the stop is in the locating hole of the pressure plate.
4. After installation, torque the stop bolt (4) to **39 ± 4 Nm**.

NOTICE

- When installing a new clutch disk, always replace the pressure plate. You can **not** reset the automatic wear compensation system (Fig. 1).
 - Before installation, check the lateral run-out of the clutch disk (max. 0.5 mm) and the pilot bearing.
 - Check the entire release system for proper operation, ease of movement and wear.
- Using a cloth soaked in cleaning solution, completely remove grease, oil and dirt from the friction surfaces of the pressure plate and flywheel.



www.zf.com/serviceinformation