



Fitting instruction

Clutch

Vehicle Type

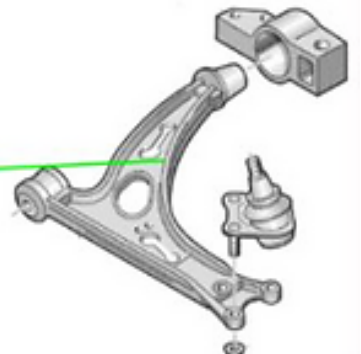
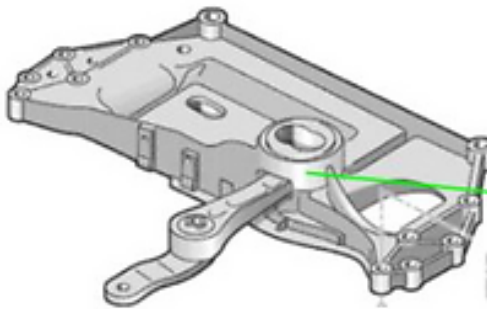
Part Number

AUDI/ SEAT/ SKODA/ VW 837352, 837397, 837405

Clutch replacement steps

1. Before disassembling the gearbox

It is necessary to have disassembled the subframe and the wishbones to allow a correct disassembly-reassembly operation of the gearbox.



2. After disassembling the gearbox from the engine.



Step 1

1. Check the gearbox input shaft splines, checking that there is no damage or signs of excessive wear along the spline length.



Step 2

2. Lock the flywheel in rotation and remove the flywheel fixing bolts.



Step 3

3. Check the gearbox input shaft seal: verify that there is no oil coming from the gearbox. If there is a presence of oil, replace the gearbox input shaft seal..

Check engine crankshaft seal: Verify that there is no oil contaminating the flywheel. If there is a presence of oil, remove the flywheel and change the crankshaft seal.

3. Prepare the CSC for assembly

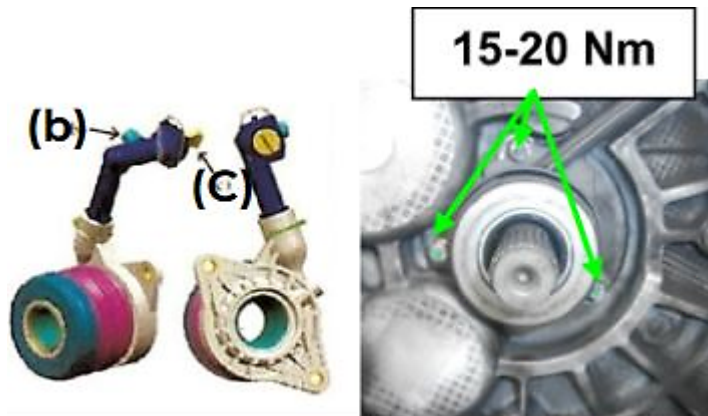


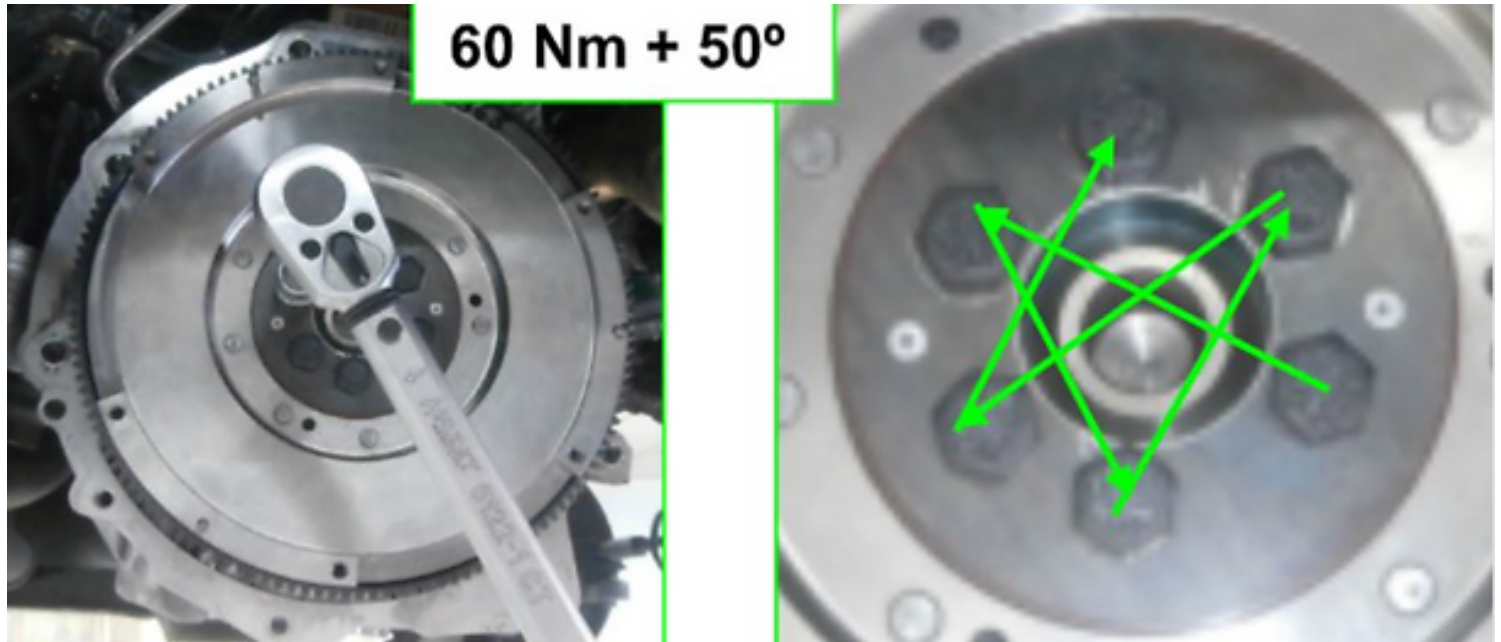
Figure 1

1. Disassemble existing CSC from gearbox.
2. On the replacement CSC, check for the presence of plastic plug (b) and clip (c) from figure 1.
3. Assemble CSC on gearbox without removing the plug (b).
4. Use the original CSC bolts, fasten the bolts applying a torque of 15 - 20 Nm.

4. Fasten the flywheel.

Position carefully the new A-DMF Valeo on to the crankshaft center and tighten the bolts M10x1 mm with a progressive torque following a star sequence.

Avoid applying excessive torque. Tightening torque: 60 Nm + 50°



5. Prepare the clutch for assembly.

1. Apply a small quantity of grease to the hub splines at approximately 5 mm from the hub extremity.
2. Use a centering tool to position the driven plate onto the flywheel.
3. Fasten the cover assy centering it with the pins and hand tightening 3 screws at 120° and checking that the driven plate remains stable and well centered with the centering tool.

Use screws supplied by Valeo M7x1 mm. Do not use any additional thread lock on the screws.

6. Fasten the clutch.

1. Position the driven plate on to the flywheel using a centering tool (see photo).

2. Fasten the cover assy centering it with the pins and hand tightening 3 screws at 120° and checking that the driven plate remains stable and well centered with the centering tool.
3. Tighten smoothly each screw using a star-like sequence as per the tightening of the flywheel. The diaphragm fingers have to move as uniform as possible. Repeat the complete sequence approximately 3 times. It's mandatory to use screws supplied by Valeo. Not following star like sequence can generate issues such as difficult gear shifting or slippage.
4. Complete the fastening applying a torque of 20 Nm using a torque wrench and the previous star-like sequence.



star-like sequence



20 Nm

7. Re-assemble the gearbox.



Figure 2

1. Check that the block pins are in place and that they are not damaged.

2. Position the gearbox coaxially with the engine crankshaft, supporting the gearbox weight with the appropriate tools such as the use of a hydraulic jack (see figure 2)

3. Introduce the gearbox input shaft into the driven plate hub spline.

4. Take care that the input shaft is introduced without shock. If necessary rotate the crankshaft to make the input shaft fitting easier.

Avoid that the weight of the gearbox be supported by the driven plate of the clutch during the assembly.

5. Check that the gearbox is in full contact with the engine block and that the centering pins are well fitted and tighten the screws with the appropriate torque.

8. After the vehicle assembly.

- Verify that the clutch is working well.
- Disengage & then re-engage the clutch and shift each gear ratio & reverse.
- Ensure that there is no abnormal noise when engaging & disengaging the clutch.
- Check that there's no abnormal vibration or noise In neutral speed and up to speed 4000 rpm.
- Verify that there is no abnormal clutch sliding during driving conditions.