TECH BULLETINS

TSB - MB04

CLUTCHTECH

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Correct Fitment of KMB24002/KMB24006 Matched Kit (Self-Adjusting Clutch Assembly)

Applies to ClutchPro kit:
KMB24002/KMB24006
(MERCEDES-BENZ SPRINTER 308CDI, 311CDI. 313CDI, 411CDI AND 413CDI)

When fitting a matched ClutchPro kit to Mercedes-Benz Sprinter 308CDI, 311CDI, 313CDI, 411CDI and 413CDI vehicles manufactured from May 2000 onwards it is essential to ensure that the initial cover assembly adjustment has not been disturbed due to mishandling or dropping the part prior to fitment.

The ClutchPro SAC (Self-Adjusting Clutch) cover assembly in the matched kit has an internal spring-loaded self-adjusting mechanism which automatically compensates for the change in diaphragm finger height which occurs normally as the driven plate facings wear down, and maintains diaphragm finger height at a constant position over the life of the clutch in the vehicle. The advantages of the SAC cover assembly over conventional cover assemblies are constant low release load over the life of the clutch, and increased wear capacity which translates to longer clutch life in the vehicle. The constant low release load means that pedal effort remains constant and does not increase over the life of the clutch, and the clutch pedal engagement and disengagement points do not change over the life of the clutch.

The SAC cover assembly is supplied in a pre-adjusted condition after assembly, and will not normally require any adjustment or resetting before fitment to the vehicle. However, it must be noted that shockloading caused by mishandling during transport or dropping the cover assembly can cause the self-adjusting mechanism to de-adjust itself, resulting in clutch non-release and slipping problems if the cover assembly is fitted to a vehicle without resetting the self-adjusting mechanism. Re-setting of the self-adjusting mechanism will be required if the three coil springs on top of the cover assembly are seen to be fully extended, as this indicates that the mechanism has de-adjusted.

In order to prevent clutch problems it is recommended that the cover assembly adjustment is checked before fitting the gearbox to the vehicle using the following procedure if the three self-adjusting coil springs on the cover assembly are no longer compressed:

1. Assemble the driven plate and cover assembly onto the dual mass flywheel and place the complete flywheel and clutch assembly in a garage press or large drill press with a release bearing centralised on the diaphragm.

2. Stroke the cover assembly diaphragm downwards until the self-adjusting ring starts to click. It will move clockwise down the formed ramps on the cover pressing as the self-adjusting mechanism operates.

3. Once the clutch assembly is fully disengaged, carefully rotate the self-adjusting ring anti-clockwise up the ramps using a screwdriver until it reaches the end of its available travel. At this point the cover assembly will have re-adjusted to the thickness of the new driven plate.

4. Hold the cover assembly self-adjusting ring stationary and slowly return the clutch assembly to its engaged position by gradually releasing the load on the press.

5. The cover assembly is now correctly adjusted and may be fitted to the vehicle with the new driven plate.

6. Operate the clutch pedal a few times after completion of the clutch fitment in order to allow the clutch system to settle into its new position.