

## Assembly of clutch thrust block with pull-type clutch

### Manufacturer:

Fiat, Citroën, Peugeot

### Model:

- Citroën Jumper
- Fiat Ducato
- Peugeot Boxer

LuK AS Part No.: 624 1846 00  
624 1931 00  
624 3096 00  
624 3165 00

### Note:

This service information applies to all vehicles with a pull-type clutch. The models listed above are named as examples.

### When assembling a RepSet (pull-type clutch), it is important that the following points are noted:

The release bearing is positioned in the diaphragm spring using a bearing retaining housing and retained in place with a circlip (fig. 1, arrow). A damaged or incorrectly located circlip may cause the release bearing to become loose from the bearing retaining housing when the clutch is disengaged. The result of this is immediate engagement of the clutch and, under some circumstances, serious **consequential damage**.

In order to avoid damage to the diaphragm spring, the bearing retaining housing and the circlip, the release bearing should not be dismantled without the use of appropriate special tools (see specifications of vehicle manufacturer).



Fig. 1



Fig. 2

In principle, the following components must be checked for damage and/or wear. They must be replaced if necessary:

- Preload spring (pedal)
- Clutch cable (mechanical actuation)
- Hydraulic slave cylinder (hydraulic actuation)
- Release fork
- Release fork cross shaft bushes
- Guide tube

### Assembly information:

The assembly aid (fig. 2, arrow) must be located over the circlip for assembly of the release bearing. When the release bearing is being located after fitment of the gearbox, the assembly aid slides down the bearing allowing the circlip to expand and retain the bearing. The assembly aid stays in place and is not detrimental to clutch operation.

### Note:

Any claims submitted with a missing or damaged circlip will not be covered by the warranty.

### Procedure:

- Attach the release bearing to the release fork – **Ensure correct location!**
- Attach the gearbox to the engine – the gearbox must be bolted to the engine fully
- Use the release lever to line the release bearing up with the diaphragm spring – **Ensure even location (if visible)!** – if necessary, remove the rubber cuff from the release lever
- Fix the release bearing into the diaphragm spring with a powerful jerk – an audible click **should be** heard if the bearing is located correctly
- Reset self adjusting cables (mechanical activation) and set according to vehicle manufacturer's specifications
- Press clutch 20 times