Service Information

XTend Clutch CV

MAN | DAF | EvoBus | ...

⚠ CAUTION

Incorrectly installed components can have dangerous consequences, such as damage to parts or vehicles, and/or human injury.

The special feature of the SACHS XTend clutch is automatic wear compensation with consistent disengagement force.

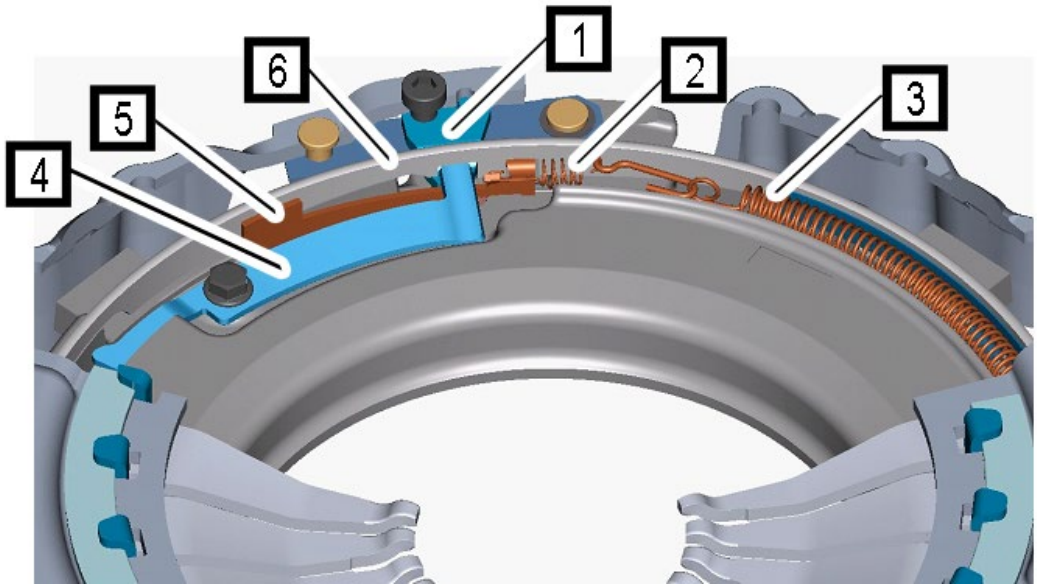


Fig. 1: Components in the XTend compensating mechanism

1	Stopper	2	Spring 1
3	Spring 2	4	Holding Spring
5	Slide	6	Adjusting Ring

To avoid subsequent malfunctioning, pay attention to the following during transportation, handling and installation:

NOTICE

Fig. 1:

- During transportation, pressure plate preferably in an upward position.
- By no means allow the pressure plate to fall or overturn.
- Danger of overextension of spring (2, 3) / slide (5) / adjusting ring (6) and tangential coach spring (not visible in the picture).

Fig. 2:

- The stop screw (1) is already tightened with the required torque. Do not unscrew the stop screw, after being flanged to the flywheel!
- Wipe the pressure plate with a cloth moistened with brake cleaning fluid; do not spray!

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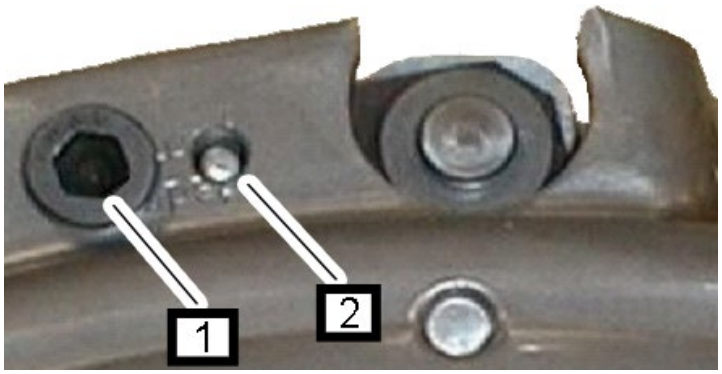


Fig. 2:
1 Stop screw
2 Position pin

Reusing the pressure plate and clutch disc

Fig. 2:

1. Loosen the stop screw (1) by approx. two turns before removal. (Do not unscrew completely!)
2. The fastening screws of the pressure plate can now be unscrewed.
3. After reinstallation, the stop screw (1) must be tightened with 39±4 Nm with the position pin (2) of the stopper in the locating hole of the pressure plate housing.

NOTICE

Always renew the pressure plate when installing a new clutch disk as it is impossible to reset the automatic wear-compensating mechanism.

Pay attention to all further installation instructions that apply to conventional pressure plates.

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