



### BMW M5 (E60, E61) / M6 (E63, E64)

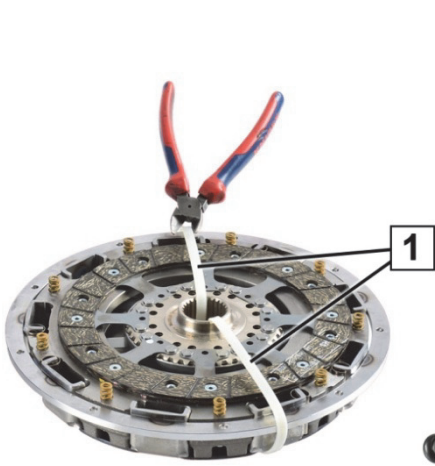


Fig. 1: Transit support

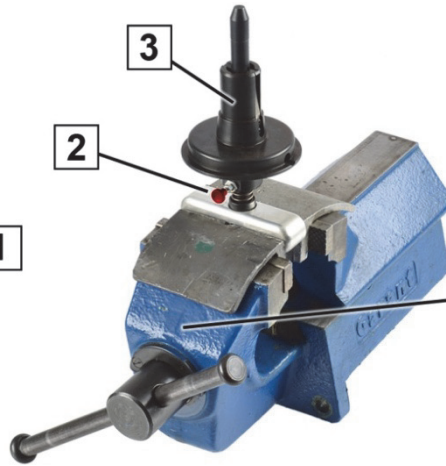


Fig. 2: Place special tool in vise

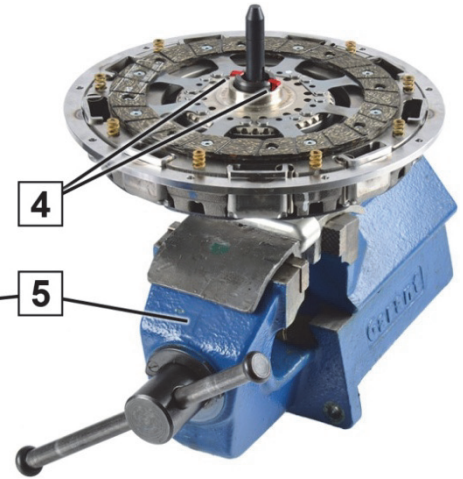


Fig. 3: Snap special tool in place

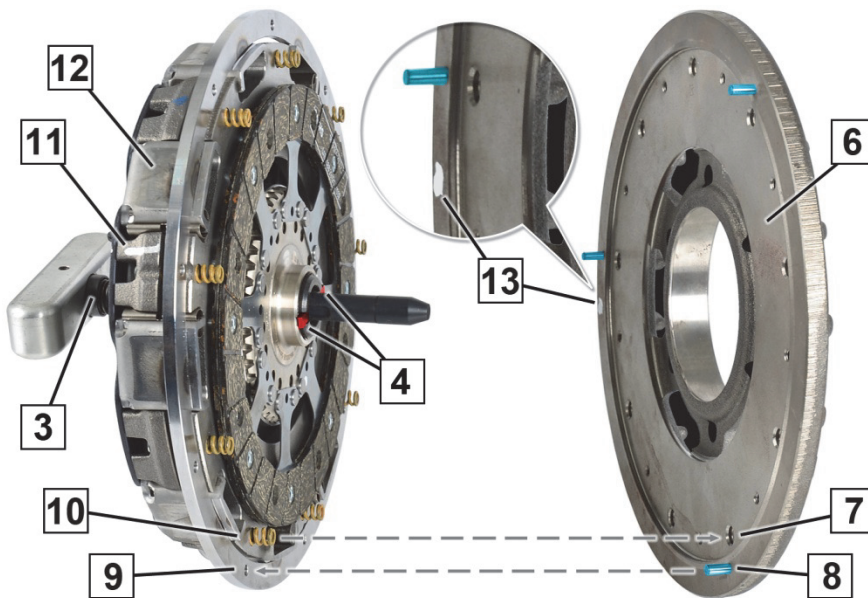


Fig. 4: Align components prior to assembly



Fig. 5: Sequence



Fig. 6: Marking on the clutch housing



|   |                            |    |                               |
|---|----------------------------|----|-------------------------------|
| 1 | Cable clip transit support | 8  | Dowel pin                     |
| 2 | Pull knob                  | 9  | Bore for dowel pin            |
| 3 | Special tool               | 10 | Coil spring                   |
| 4 | Locking device             | 11 | Marking on the clutch housing |
| 5 | Vise                       | 12 | Twin plate clutch             |
| 6 | DMF secondary flywheel     | 13 | Marking on the DMF            |
| 7 | Bore for coil spring       | 14 | Wire ring transit support     |

### NOTICE

The twin plate clutch (12) is finally balanced ex works. The individual components of the twin plate clutch are pre-assembled, marked (11), and fixed in this position with the transit support (1). The markings (11) of the twin plate clutch and the dual-mass flywheel (13) must have a 180° offset.

If one of the following points applies, the twin plate clutch must **not** be installed:

- The twin plate clutch (12) is disassembled.
- The transit support (1) is missing.
- The transit support (14) is missing.
- The marking (11) does not agree (Fig. 6).

Only assemble and disassemble the twin plate clutch with the special tool (3) (item no. BMW 212300).

Loosen and tighten the twin plate clutch (12) in the correct tightening sequence (Fig. 5).

Tighten the bolts with the correct tightening torque. Note the details of the vehicle manufacturer.

### Disassemble the twin plate clutch

1. Press the special tool (3) into the hub of the twin plate clutch (12) until the locking device (4) fixes the twin plate clutch.
2. Trace markings (11) and (13).
3. In order to prevent warping, progressively loosen each of the bolts of the twin plate clutch in the correct sequence (Fig. 5) by half a rotation until the preloading of the diaphragm spring no longer has any effect.
4. Remove the twin plate clutch (12) and tighten it in the vise (5) with the special tool (3) (Fig. 3).



Do **not** loosen the special tool (3) if you intend to reuse the twin plate clutch (see note)!

### Assemble the twin plate clutch

1. Place the twin plate clutch (12) on the workbench with the clutch disk facing upwards (Fig. 1).
2. Fix the special tool (3) in the vise (5) (Fig. 2).
3. Remove the cable clip transit support (1) (Fig. 1).
4. Pull on the pull knob (2) to loosen the locking device (4) of the special tool (3).
5. Press the twin plate clutch with the hub onto the special tool (3) until the locking device (4) fixes the twin plate clutch (Fig. 3).
6. Align the twin plate clutch (12) on the DMF (6) (Fig. 4):
  - The marking (11) on the twin plate clutch and the marking (13) on the DMF must have a 180° offset.
  - The dowel pins (8) must be flush with the corresponding bores (9).
  - The coil springs (10) must be flush with the corresponding bores (7).
7. Bolt the twin plate clutch (12) onto the DMF (6) in the correct sequence (Fig. 5) and tighten with the specified tightening torque. Note the details of the vehicle manufacturer.
8. Remove the wire ring transit support (14).
9. Pull on the pull knob (2) to loosen the locking device (4) of the special tool (3) (Fig. 5).
10. Remove the special tool (3).



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