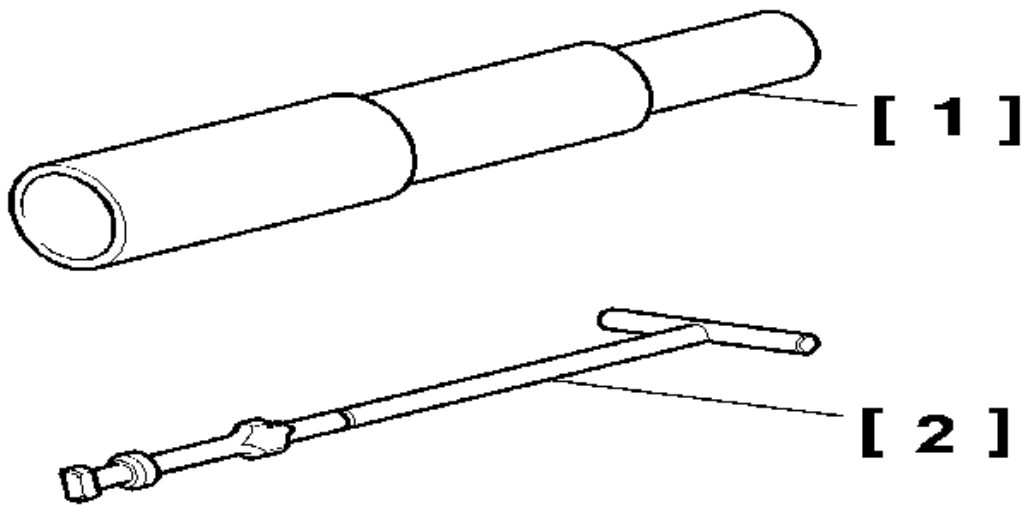


B2BG06K1 - 406D8 ML5T GEARBOX

REMOVAL - REFITTING CLUTCH

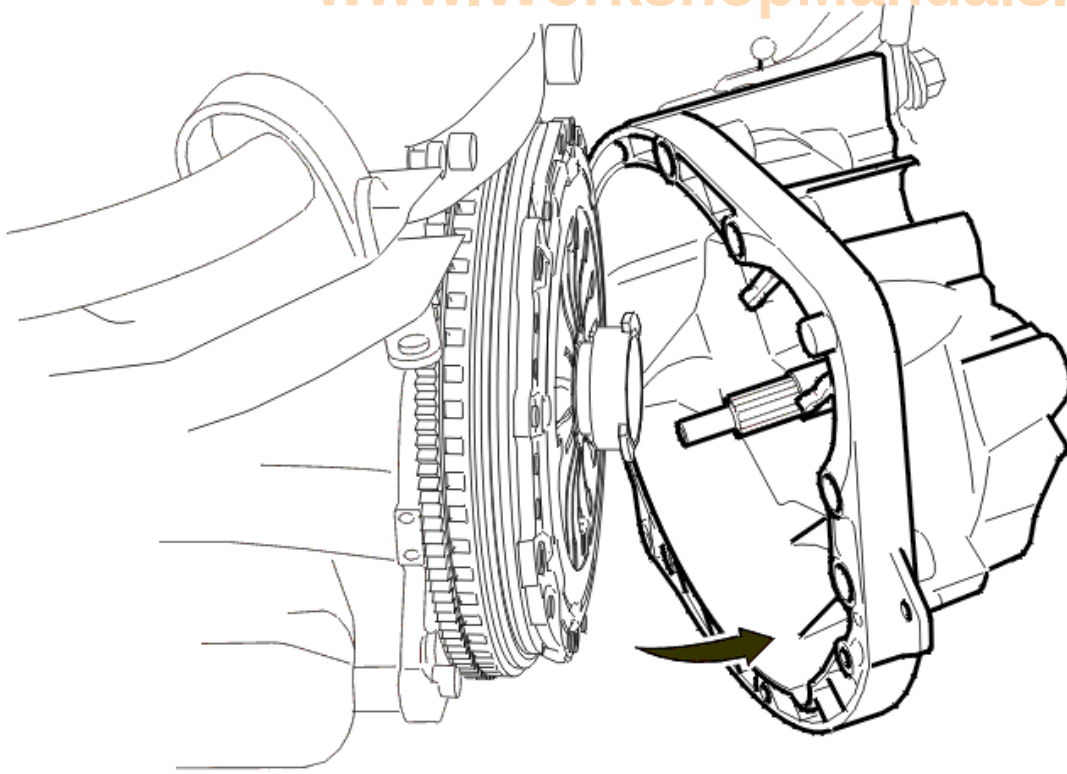
1 - SPECIAL TOOLS



[1] Clutch plate centralising mandrel (-).0216-C .

[2] Clutch stop re-fitting tool (-).0216-K .

2 - REMOVAL

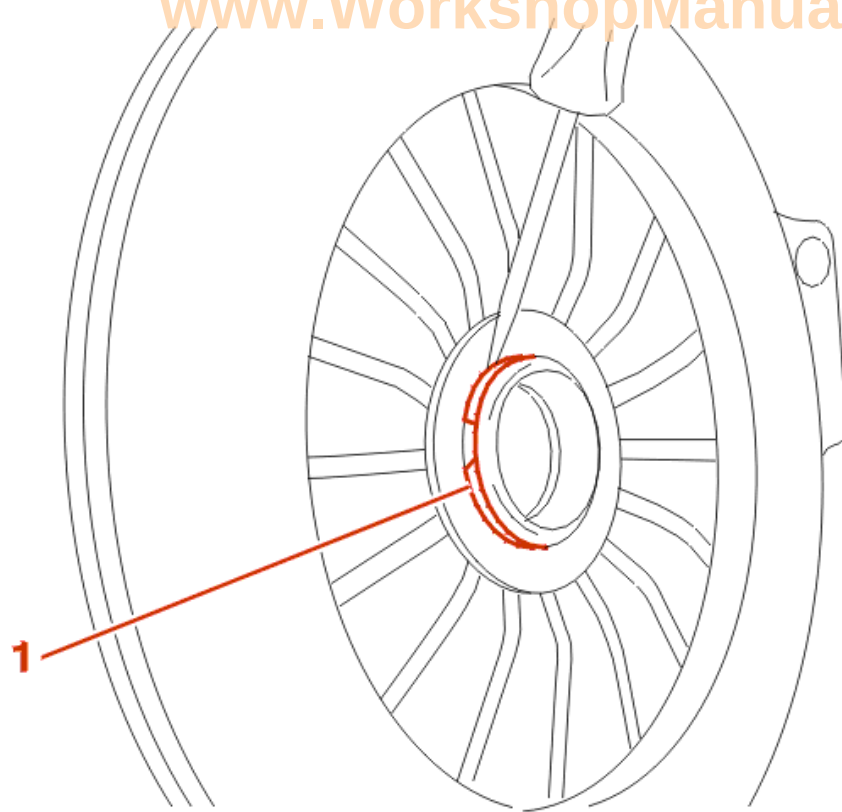


The gearbox must be removed before this operation can be carried out .

Remove :

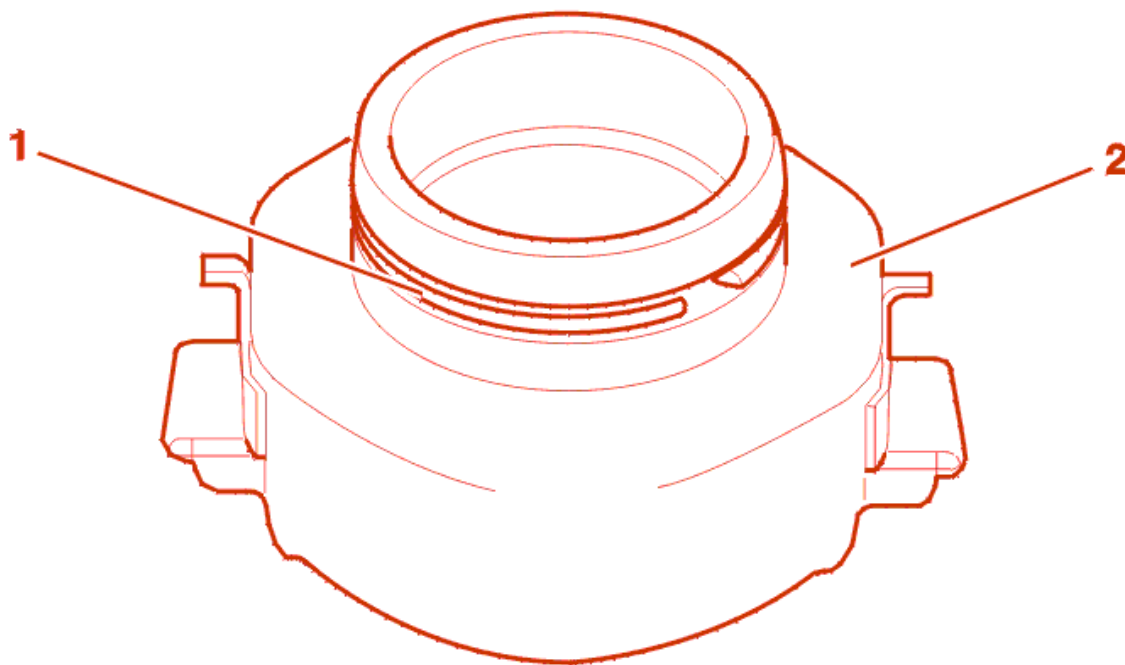
- the clutch mechanism
- the clutch plate

NOTE : mark the relative positions of the clutch and flywheel (in case of re-use of the cover) ; the clutch release stop remains clipped to the mechanism .



Remove the ring (1) without deforming it .

Extract the clutch stop .



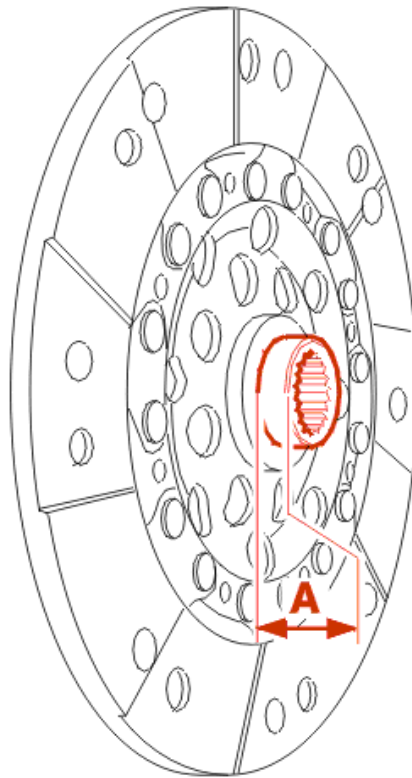
Refit the ring (1) to the stop (2) .

Visually check :

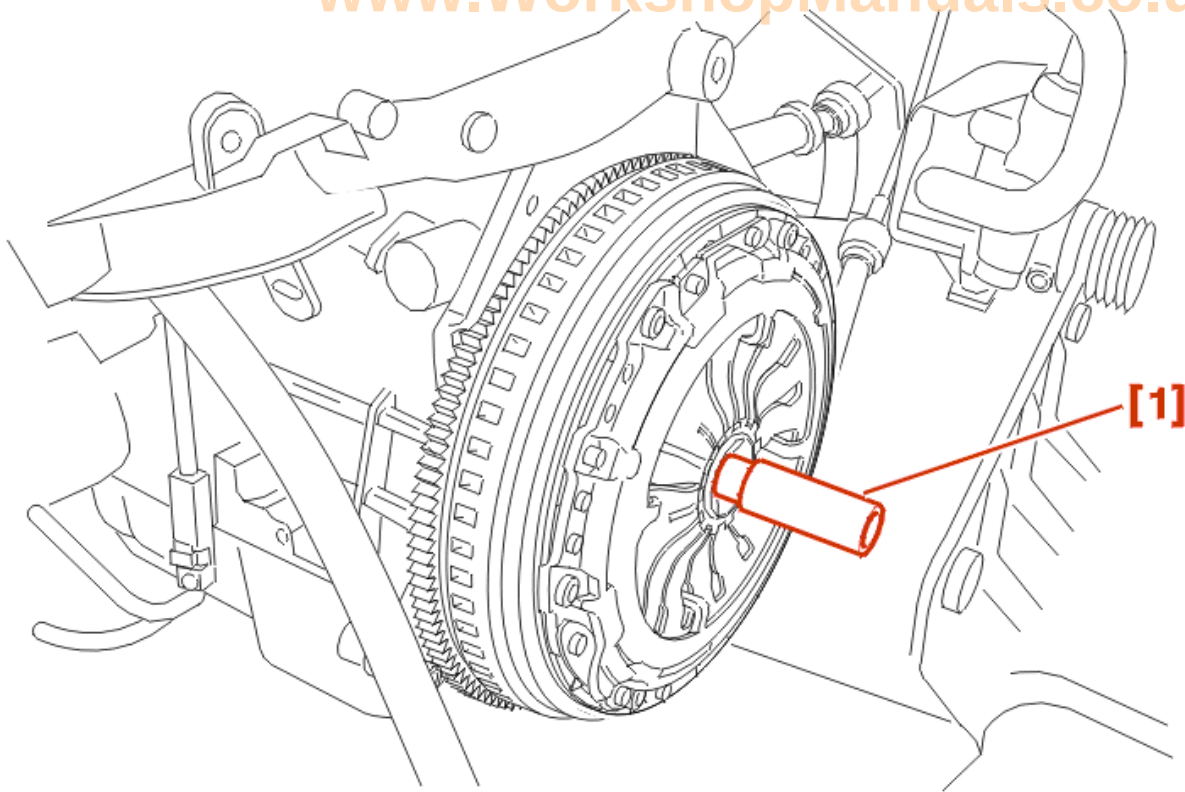
- the flywheel face for damage or scores
- the flywheel for wear
- the condition of the starter ring gear

If oil is present, replace the crankshaft oil seal .

3 - REFITTING



Follow the direction of fitting (With the larger flange (A) of the disc on the gearbox side) .



Fit the mechanism and centralise the friction plate using the centralising tool [1] .

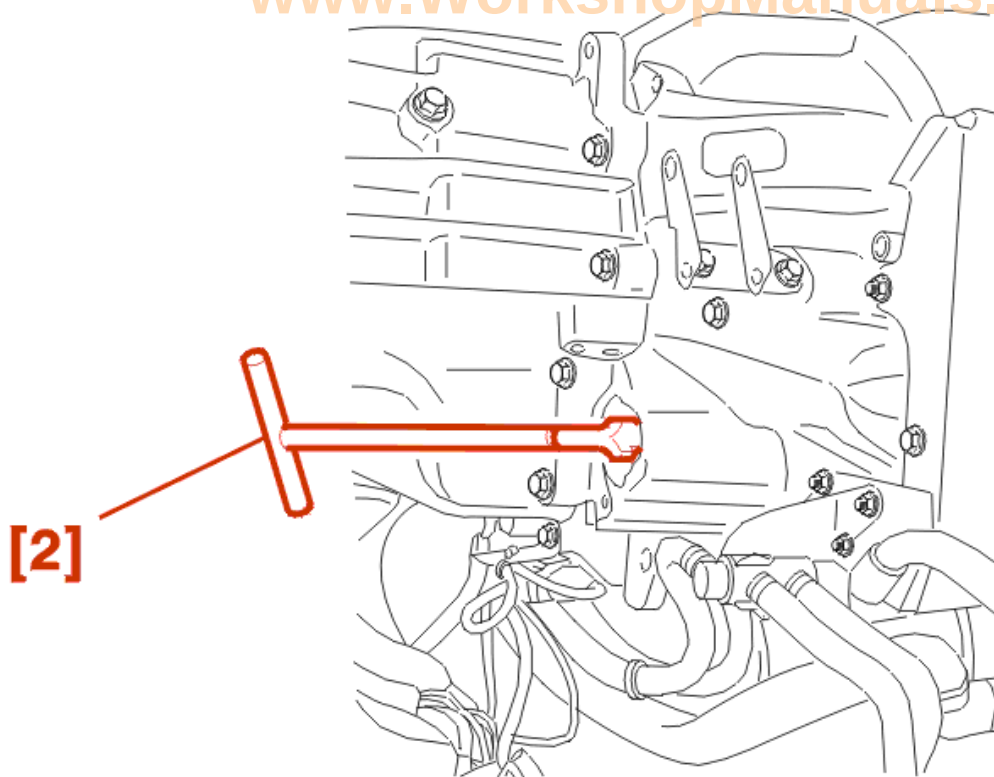
Tighten the bolts to 2 daN.m .

Apply a small quantity of MOLYKOTE BR2 PLUS grease to :

- the stop guide tube
- the 2 fork supports

Fit the clutch stop to the guide tube .

Attach the gearbox to the engine .



Reclip the clutch stop :

- insert the tool [2] in the oblong hole in the clutch fork
- rotate the tool [2] by 90 °
- pull, using the handle, to clip the stop
- check that it is correctly clipped by pushing the tool (the stop should not fall back)