

LASER®

Self Adjusting Clutch Compressor Kit

38 Piece

Contents

1. Clamping tool for SAC Clutches with 4 hole pitch (Mercedes Benz A Class (04-))
2. Clamping Tool for SAC Clutches with 3 hole pitch
3. Compression strut
4. Clutch Mandrel Set (BMW)
 - a. 15mm x 23mm
 - b. 15mm x 28mm
 - c. 15mm x 34mm
5. Clutch Resetting Tool
6. Handle for Clamping Tool (2pc)
7. Clutch Centering tools
- a. Blue: 19,75mm diameter
- b. Pink: 20,75mm diameter
- c. Black Stepped: 19mm | 15mm | 14mm
8. 4 x Knurled Nuts for threaded bolts
9. 5 sets of 4 threaded bolts
 - a. M6 | 1,00 screw thread
 - b. M8 | 1,25 screw thread
 - c. M7 | 1,00 screw thread
 - d. M8 | 1,25 screw thread
 - e. M6 | 1,00 screw thread

Instructions

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www.lasertools.co.uk

Guarantee



Distributed by The Tool Connection Ltd
 Kineton Road, Southam, Warwickshire CV47 0DR
 T +44 (0) 1926 815000 F +44 (0) 1926 815388
 info@toolconnection.co.uk www.toolconnection.co.uk

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Specialist tool for compressing self-adjusting clutches on Audi, BMW, Fiat, Mercedes Benz, Renault, Vauxhall/Opel and Volvo. This kit has been designed for use with 3 and 4 fixing points and maintains the adaptor ring in the correct position. The clutch is kept in true alignment with the drive bearing during installation avoiding deformation. Performing this task is almost impossible without the use of this tool.

IMPORTANT

Always refer to the vehicle's work shop manual or service instructions.

WARNING

Always mark the installed position before removal. All work of this nature should be undertaken by a qualified technician or workshop personnel following the procedures and safety instructions issued by the vehicle manufacturer.

Instructions

The SAC clutch is identified by the self adjusting mechanism being visible through the clutch cover **(Pic 1)**. If the clutch cover is to be reused see 'Resetting Adjuster Mechanism' below.

Fitting a new clutch centre plate and cover (Pic 2)

1. Remove and discard the old components (If the flywheel is of the Dual Mass type it is recommended the DMF play is checked to ensure it is within specification).
2. Using the appropriate clutch mandrels (4 a | b | c for BMW or 7 a | b | c for others) centre the new centre plate on the clutch.
3. Where the flywheel is not fitted with a centre bearing the centre plate will require centring by eye.
4. When centring using component (4a | b | c) or (7a | b | c) put the mandrels through the plate and into the flywheel centre bearing with their internal thread facing outwards.
5. These mandrels can be easily removed after fitting the clutch by use of one of the 2 silver bolts in the kit.
6. Fit the clutch cover and hold in place using alternate fixing bolts. Only tighten these bolts to finger tight - enough to hold the centre plate in place. **(Pic 3)**
7. Choose the appropriate clamping tool (1 or 2) depending on the number of fixing bolts.
8. A clutch with 6 fixing bolts will use clamping tool (2), for a clutch cover with 8 fixing bolts use clamping tool (1)
9. Screw the compression strut (3) into the bottom of the clamping tool as shown and wind it up fully.
10. Using the appropriate threaded fixing bolts fit 3 (for 6 bolt covers) and 4 (for 8 bolt covers) to alternate cover fixing screws holes through the cover and into the flywheel as shown. **(Pic 4)**
11. Fit the clamping tool and compression strut assembly and hold in place using the knurled nuts as shown. **(Pic 5)**
12. Tighten the compression strut down using the compression strut handles (6).
13. The strut will contact the clutch cover fingers and press them down in doing so the gap between the cover and the flywheel will close.
14. Stop tightening when the cover has touched the flywheel and tighten the 3 (or 4) alternate cover fixing bolts.
15. When the gap is closed tighten the fixing bolts down, remove the tool and fit the remaining fixing bolts to the cover. **(Pic 6)**
16. If the centring mandrel is still in place remove it now.

Resetting the adjustment mechanism (Pic 7)

If the old clutch cover is to be re-used it must first be reset.

This is done by fitting the SAC tool whilst the old cover is in place and winding the compression strut down as far as it will go. Using the clutch reset tool (5) force the adjust ramp back anti-clockwise until the second line on the ramp is just visible as shown.

With the reset tool in place remove the SAC tool and the clutch cover.



Pic 1



Pic 2



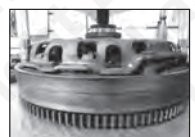
Pic 3



Pic 4



Pic 5



Pic 6



Pic 7