

CLUTCH PACK INSERTION:

NOTE: before refitting the clutch pack the gear selection motors, actuators and release bearings must be inspected and correctly adjusted. Refer to OEM instructions.

1. When refitting the clutch pack gently lower the clutch pack into position on the input shaft. Ensure the pack is correctly aligned. If correctly aligned the pack will engage with the outer shaft and will sit in the bell housing as shown in FIG:6.
2. Assemble the insertion bridge as shown in FIG:7 and press the clutch pack till the top of the snap ring groove is just visible. Back off the force screw and fit the snap ring over the outer shaft. Reposition the force screw insertion boss and continue to press the assembly down till the snap ring snaps into place.

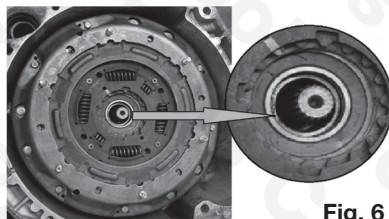
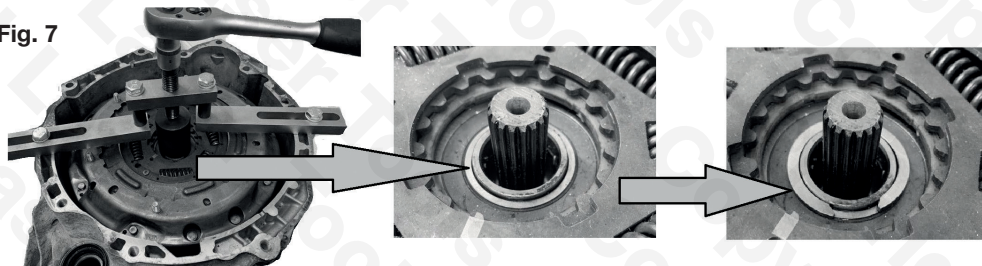


Fig. 6

Fig. 7



3. Remove the insertion bridge and finish assembling the remaining clutch parts in reverse order taking care to correctly align the mark on the clutch drive spigot.

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If applicable, the applications database and any instructional information provided has been designed to offer general guidance for a particular tool's use and while all attention is given to the accuracy of the data no project should be attempted without referring first to the manufacturer's technical documentation (workshop or instruction manual) or the use of a recognised authority such as Autodata.

It is our policy to continually improve our products and thus we reserve the right to alter specifications and components without prior notice. It is the responsibility of the user to ensure the suitability of the tools and information prior to their use.

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Guarantee

If this product fails through faulty materials or workmanship, contact our service department direct on: **+44 (0) 1926 818186**. Normal wear and tear are excluded as are consumable items and abuse.



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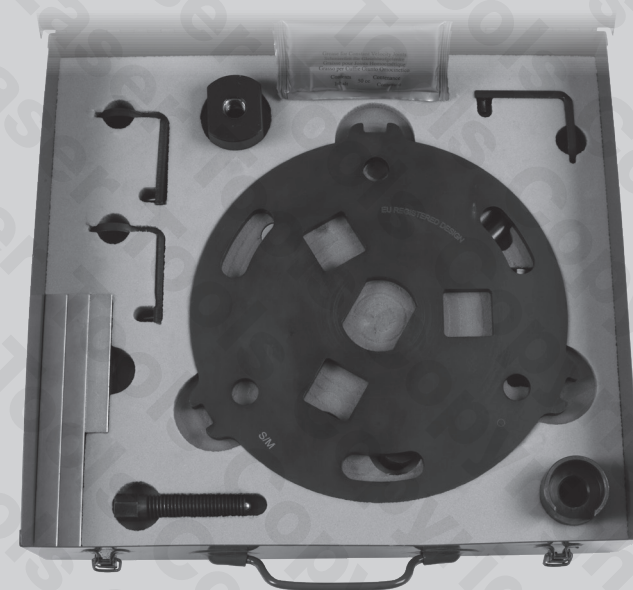
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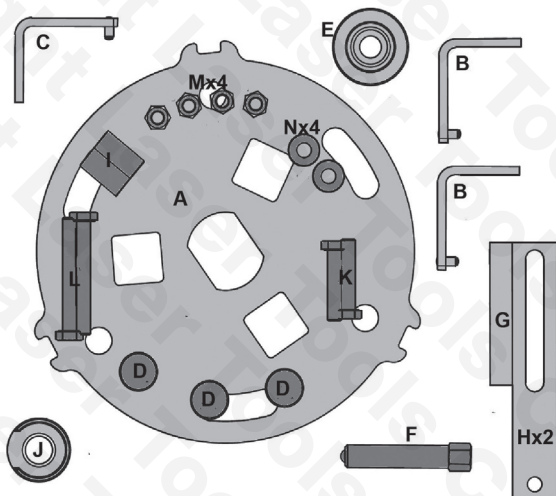
Dual Clutch Removal/Fitting Kit Ford



Designed for extraction of the clutch pack from the Ford DPS6/6DCT250 Gearbox as found in the Ford Focus, Fiesta, B-Max and EcoSport models.

- Applications include Ford Focus (2012 to 2019), Fiesta (2008 to 2019), B-Max (2012 to 2019), & EcoSport (2013 to 2019) models.
- Gearbox applications include: DPS6/6DCT250 6 speed dry dual clutch gearbox.
- Equivalent to OEM tool numbers 307-675.

Components



Ref	OEM	Description
A		Extraction Plate
B		2 x Extraction Hooks
C		1 x Extraction Hook (Offset)
D		3 x Knurled Fixing Nuts
E		Extractor Centre Plate
F		Extraction/Insertion Force Screw
G	307-675	Insertion Centre Bridge
H		2 x Insertion Bridge Supports
I		2 x Insertion Bridge Crush Tubes
J		Insertion Boss
K		2 x Bridge Assembly Bolts (short)
L		2 x Bridge To Bellhousing Bolts (long)
M		4 x Nuts For K&L
N		4 x Washers For L

The following instructions are for guidance only. Please refer to OEM derived data such as the vehicles manufactures own data or Autodata. The use of this tool Set is purely down to the user's discretion and The Tool Connection Ltd. cannot be held responsible for any damage caused what so ever.



Instructions

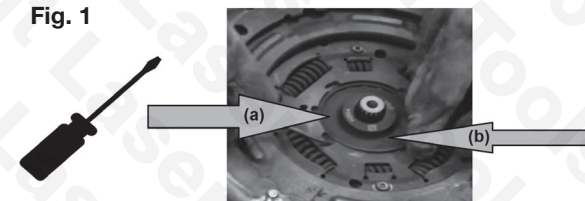
Note: Refer to vehicle manufacturer's instructions for vehicle/engine specific data.

With the gearbox and clutch assembly removed from the vehicle (refer to OEM or Autodata instructions) lay the gearbox on it back to access the clutch pack. Ensure gearbox oil is drained prior to tipping the box.

EXTRACTION:

1. Note the position of the mark on the clutch centre drive plate in relation to the clutch pack and then remove the plate (a) by removing the clutch centre drive plate snap-ring (b).

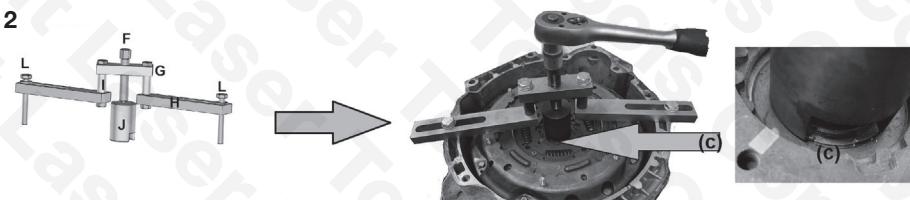
Fig. 1



2. Before the snap ring holding the clutch pack can be removed it is necessary to press it down slightly to free it off. Assemble the insertion bridge and press down on the snap ring (c) then remove the insertion bridge and snap-ring. see FIG:2

WARNING: DO NOT over compress the clutch pack, only press enough to free snap ring.

Fig. 2



3. With the snap ring removed align the extraction plate to the clutch pack as shown in FIG:3. Ensure that the mounting studs closest to the hole (d) are used to fit the plate.
4. Assemble the Clutch pack extraction plate, extraction hooks and knurled fixing nuts using the studs identified in FIG:3 as shown in FIG:4.

Fig. 3

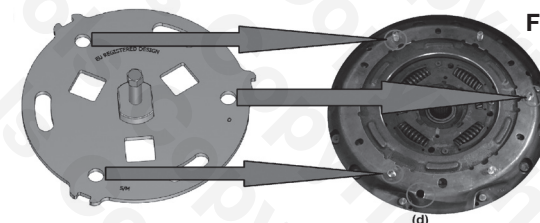
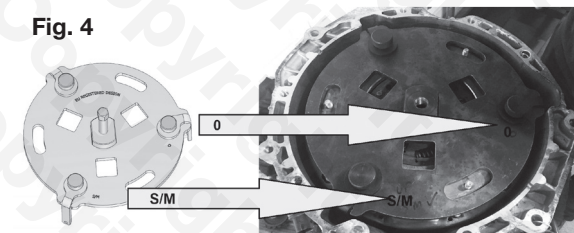
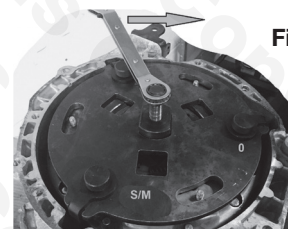


Fig. 4



IMPORTANT: Ensure the clutch assembly is aligned as shown with the offset hook C positioned (O) and the Marking S/M aligned with the starter motor aperture in the bell housing as shown in figure 4.

Fig. 5



5. Using the force screw pushing directly on the gearbox input shaft pull the clutch pack up until the whole assembly can be lifted clear. The force required to lift the clutch pack should be hand pressure only. If the force is high or the pack appears stuck double check the alignment and that the force screw is acting directly on the G/B input shift. See FIG:5.