



LuK Service Info



Release bearing for pull-type clutches

Different configurations, installation instructions

Manufacturers:

Citroën
Fiat
Peugeot

Models:

Citroën: Jumper
Fiat: Ducato
Peugeot: Boxer

LuK RepSet

Part No.: 624 1846 00
624 1931 00
624 1932 00
624 3096 00
624 3165 00

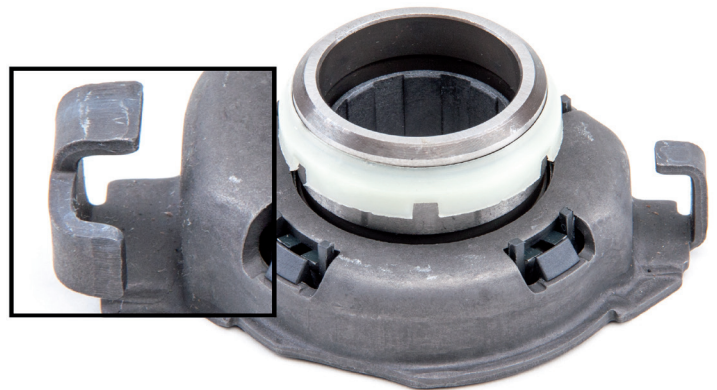


Fig. 1: With this variant, the surfaces that contact the release fork are part of the housing

The LuK RepSets listed above can contain two different release bearing variants under the same part number. With one version (Fig. 1), the surfaces that contact the release fork form part of the housing. In the other version (Fig. 2), the release fork contacts laterally positioned metal clips. Both configurations meet the technical specifications and can be used without restriction in the vehicles listed.

With a pull-type clutch, the release bearing is retained in the diaphragm spring.

As a result of this, the following points must be observed during removal and installation:

1. Before removing the gearbox, the shaft of the release fork must be removed. Use of special is recommended to facilitate removal (see Service Info **LuK 0062**).
2. The release bearing cannot be separated from the clutch without a suitable special tool.

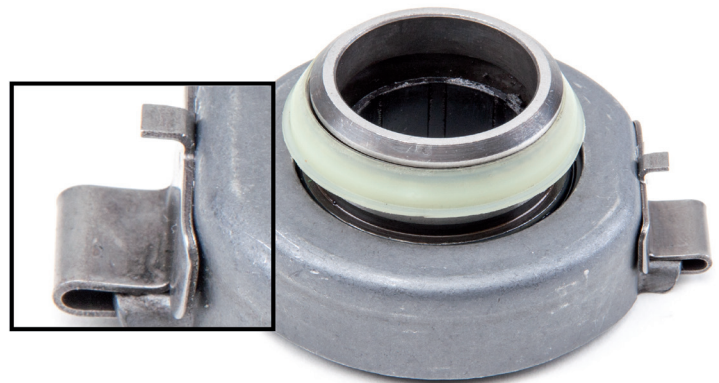


Fig. 2: Release bearing with laterally mounted metal brackets

When repairing this system, it is generally recommended to inspect and, if necessary, to replace the following components:

- ▶ Clutch cable
(with mechanical actuation)
- ▶ Master and slave cylinder
(with hydraulic actuation)
- ▶ Pre-tension spring on the pedal
(if applicable)
- ▶ Guide sleeve
- ▶ Release fork / shaft / bushings

3. After installation of the gearbox, the release bearing must be blocked in place against the pressure plate by means of the release lever. In order to make it possible to do this from outside, it is equipped with a retaining ring. A plastic sleeve keeps that ring under pre-tension (Fig. 3, left). As soon as the release bearing is pressed onto the pressure plate, the inner sleeve slides into the opening of the diaphragm spring. In so doing, the plastic sleeve remains in place and releases the retaining ring (Fig. 3, right). The latter then engages into groove of the holding ring of the diaphragm spring with an audible click (Fig. 4).

Procedure to follow after clutch replacement:

- Join release bearing and fork, and then mount them together with the shaft into the gearbox bell housing. Take care to ensure proper seating of the assembly.
- Verify correct position of the plastic sleeve on the release bearing (the retaining ring must not be visible)
- Install the gearbox and ensure that it is mounted fully flush with the engine.
- Pull the release lever opposite the direction of actuation till the release bearing lies flat against the seat. For inspection purposes, the rubber sleeve of the release lever can be removed
- Now move the release lever in the same direction with a strong jolt. In so doing, the release bearing must snap into place with an audible click.
- Loosen the automatic adjustment on the clutch cable and adjust it according to the specifications of the vehicle manufacturer.
- Actuate the clutch 20x
- Check the automatic adjustment and readjust if necessary

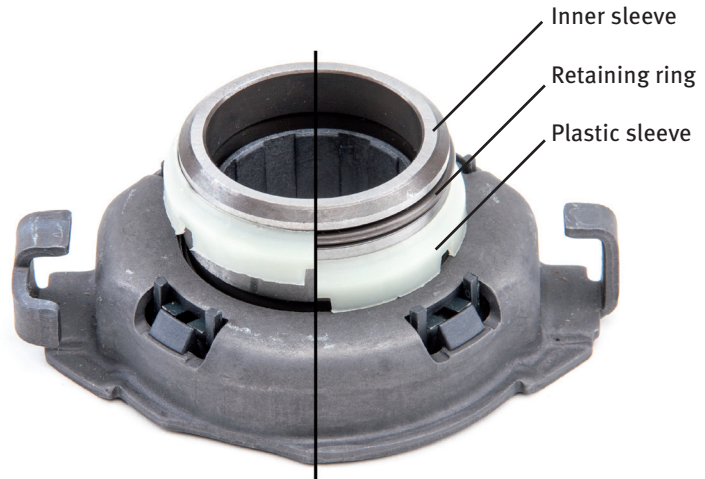


Fig. 3: The retaining ring is pre-tensioned (left) or released (right) by the plastic sleeve

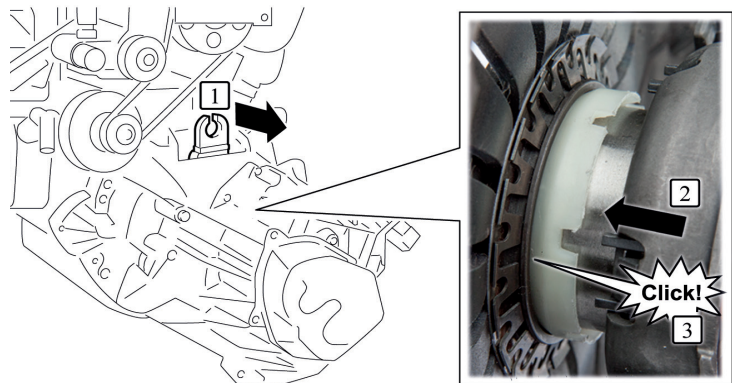


Fig. 4: With a strong jolt against the release lever, the bearing snaps into position in the clutch with an audible click.

Important:

If the retaining ring is damaged or incorrectly locked into place, the release bearing will disconnect from the diaphragm spring. This can cause the clutch to release abruptly even with the pedal actuated. Moreover, the clutch can no longer be separated.

Please observe the vehicle manufacturer specifications!

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