

41: Mechanical clutch, B5244T5, M66

S60 (-09), 2005, B5244T5, M66, R.H.D

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41: Mechanical clutch, B5244T5, M66

**Pressure
plate/clutch driven
plate, replacing**

Special tools:

998 9742
999 5112
999 5662
999 5663
999 5675
999 7068

**Note! As the
illustrations in this
service information
are used for different
model years and / or
models, some
variation may occur.
However, the
essential information
is always correct.**

Removal

Preparatory work

**Note! For
transmission
removal, see
Transmission,
removing .**

**Note! If the clutch
must be replaced
there is no need to
use the counterhold
for the automatic
adjustment and the
compression tool.
The clutch screws
can then be removed.**

**Caution! Under no
circumstances may a
clutch which has
been removed in the
way described above
be reused.**

When removing and installing new or existing clutches, the counterhold for automatic adjustment and the compression tool must be used. This procedure is described in the following procedure.

Blocking the flywheel

Use: 999 5112 .

Marking the mounting points for the compression tool hooks

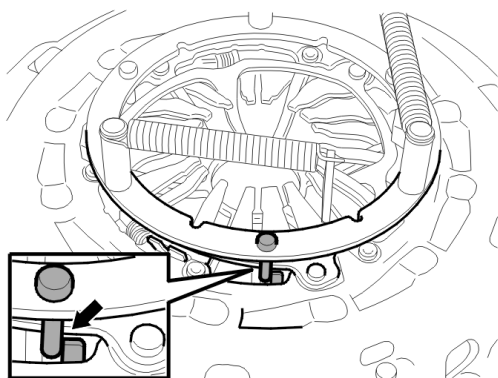
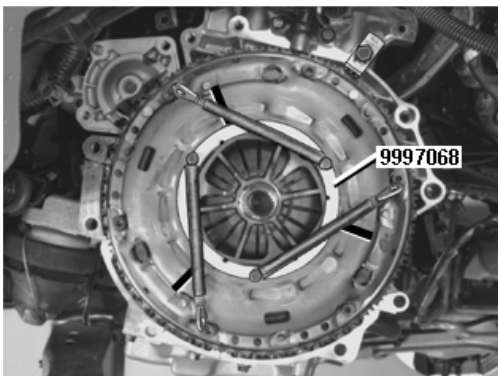
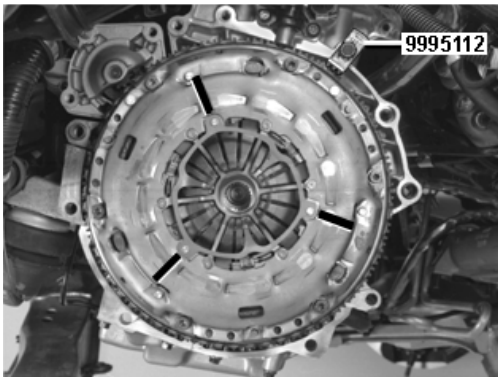
The compression tool hooks can only be located in a specific position (opposite the rivets for the reinforcement springs for the clutch). Mark these positions using a marker pen. When the counterhold is installed it is difficult to locate the positions exactly.

Installing the counterhold

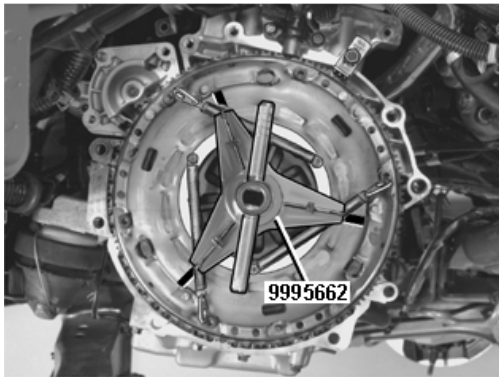
The three pins on the counterhold lock the automatic adjustment.

Position: 999 7068 as illustrated. Ensure that all the three pins (see the illustration) go down into the correct side in front of the hooks for the automatic adjuster.

Press the counterhold ring against the pressure plate. Pull out the counterhold springs. Secure the three hooks in the holes in the clutch as illustrated.



Installing compression tool



Install: 999 5662 , together with:
998 9742 , on the clutch.

Align the hooks on the tool with the markings made previously. Ensure that the hooks grip the clutch housing properly.

Center the compression tool and tighten the screw to light contact against the diaphragm spring. At the same time, check that the hooks on the tool are in position.

Note the position of the handle with slots. Then screw in by **not more than two turns**.

Remove the clutch and clutch driven plate. The tools can remain in place on the clutch if it is to be reused.

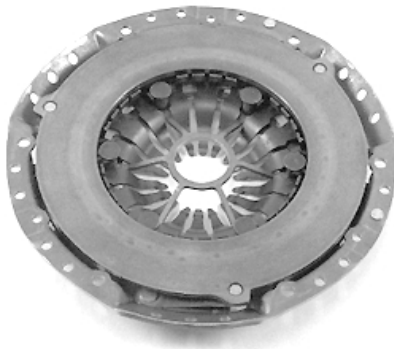
Note! Take care not to trap any fingers when removing the tool.

Checking the clutch

Wipe the clutch. Use a dry cloth.

Check carefully for damage through over-heating, cracks, scoring or other damage to the friction surface.

Check that spring is not damaged or broken.



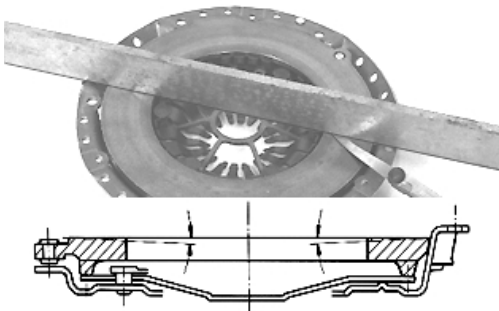
Checking the pressure plate for out-of-true

Wipe the pressure plate friction area clean.

Check any out-of-true carefully. Use a ruler and a feeler gauge. Out-of-true is permitted in one direction only.

Out-of-true must **not** exceed **0.2 mm**. If out-of-true is greater, replace the clutch.

The clutch must be replaced as a



complete unit.

Checking the clutch driven plate

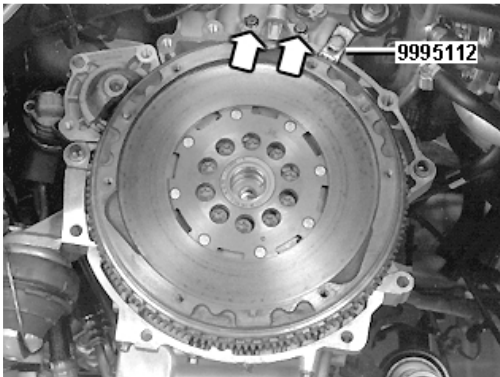


Wipe off the clutch driven plate. Use a dry cloth. The cloth must be free of oil and contaminants.

Check the clutch carefully for signs of wear, damage through overheating, cracking or other damage.

Note! The clutch driven plate must always be replaced if there are no radial ripples remaining on the friction coating. The clutch driven plate must also be changed if there is oil or grease on it.

Checking the flywheel



Check that there are no cracks or large scratches on the flywheel. For flywheel replacement, see Flywheel, replacing .

Installation

Note! For tightening torques, see: Tightening torque .

Installing the centering tool for the clutch driven plate

Use 999 5663 , alternatively together with 999 5675 . The drift is modified with 998 9742 . Remove the cone from the centering tool.

Install the centering tool in the flywheel center as far in as possible. Use a wrench as a counterhold for the outer section of the centering tool. Tighten the nut so that the expander locks the centering tool in



the crankshaft.
Ensure that the centering drift is
secure in the crankshaft.

Installing the clutch driven plate

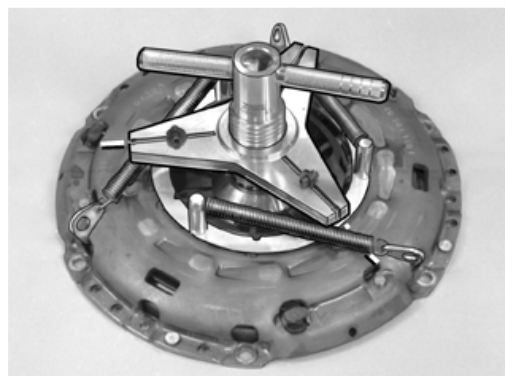


Caution! Turn the side of the
clutch driven plate hub marked
"Transmission side" outward. If
the marking on a previously used
clutch driven plate is erased, the
illustration clearly depicts how
the clutch driven plate must be
installed.

Install the cone on the centering
tool. Tighten the cone **by hand**.
Secure the clutch driven plate.

Note! Tightening tools must not
be used on the cone or damage
may be caused to the clutch
driven plate.

Installing the compression tool on a removed clutch



Note! A clutch must never be
installed without using a
compression tool.

Mark where the compression tool
hooks should be seated. See Pressure
plate/clutch driven plate,
replacing:Blocking the flywheel .
Install the counterhold for automatic
adjuster for the clutch. See Pressure
plate/clutch driven plate,
replacing:Installing the counterhold .
Install the compression tool on the
clutch. See Pressure plate/clutch
driven plate, replacing:Installing
compression tool .

Tighten the compression tool until the
diaphragm spring has pressed the

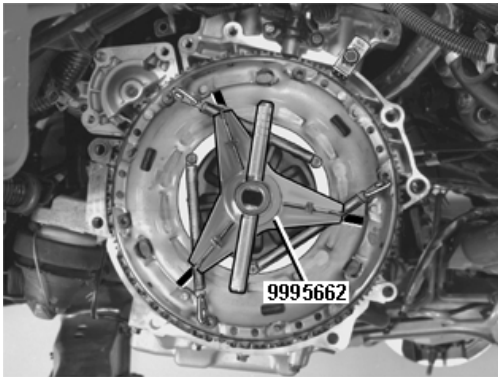
clutch pressure plate to the free position. A loud click can be heard when the clutch pressure plate “snaps out”.

The clutch is now ready for installation with the compression tool and counterhold in position.

Installing the clutch

Install the clutch. Locate the clutch on the guide pins on the flywheel. Check that the clutch is in contact with the flywheel all around its circumference.

Install and tighten the 6 x M8 screws crosswise.



Removing tools

Slacken off and remove the screw on the compression tool.

Note! Keep fingers away from the three clutch rivets when removing the compression tool. There is a risk of compression damage.

Remove the hooks. Remove the counterhold.

Remove the cone from the centering tool.

Slacken off the nut. Tap the centering tool lightly so that the expander releases. Use a rubber mallet. Use a rubber mallet so that the threads are not damaged. Remove the centering tool. Remove the flywheel gear sector. For transmission installation, see Transmission, installing .

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