



Service Info



Assembly note

LuK DMF 415 0232 10 / 415 0442 10

Manufacturer: Opel, Suzuki, Vauxhall
Models:
Opel: Agila, Combo, Corsa C, Corsa D, Meriva, Tigra
Suzuki: Ignis II, Swift III, Wagon R
Vauxhall: Combo, Corsa, Meriva, Tigra
Engine:
Opel: 1.3 CDTI, 1.3 CDTI 16V
Suzuki: 1.3 DDIS
Vauxhall: 1.3 CDTI, 1.3 CDTI 16V

LuK DMF: 415 0232 10, 415 0442 10

LuK RepSet: 622 3072 00, 622 3072 09,
 622 3072 33, 622 3095 09,
 622 3095 33, 622 3100 09,
 622 3100 33, 622 3146 09,
 622 3146 33, 622 3159 09,
 622 3159 33, 622 3236 09,
 622 3236 33

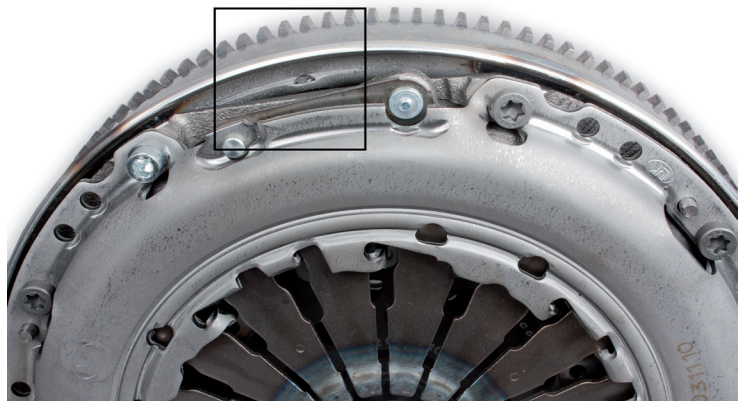


Image 1: Material wear caused by using a screw that is too long

Attention:

If new fixing screws are provided when replacing the clutch or DMF, these screws must be used.

If no screws are provided, only M6x13 screws from strength category 10.9 can be used.

In order to secure the pressure plate assembly, the dual-mass flywheel (DMF) has threaded holes all the way around it. As the gap between the primary and secondary masses is extremely narrow, only screws that are 13 mm in length can be used.

If longer screws are used, the screw thread protrudes through the rear side of the secondary mass and fouls the primary mass.

If this happens, the DMF may not function correctly. All the engine rotary vibrations will be transferred to the gearbox / driveline without being dampened, and noises and premature wear will occur.

In individual circumstances, the spline profile on the clutch disc may be damaged through this process; if this is the case, power will no longer be transferred (see image 2).



Image 2: Damaged spline profile

Please observe the vehicle manufacturer specifications!

You want more? We can help!

Phone: +44 (0) 1432 264 264*

Fax: +44 (0) 1432 375 760

hfd-info@schaeffler.com

www.schaeffler-aftermarket.co.uk

* Calls from within the UK 08457 001100

