Kamasa-TOOLS®

SAC clutch tool set

K 10635

This tool set is suitable for most SAC- clutches on the market that has a 3- and 4-hole pitch. It enables removing and installing of SAC clutches in a way that is both safe for the mechanic as well as preventing damage to the clutch.

AVANTAGES

- Pre tensioning the clutch pressure plate when removing and installing to avoid damaging of the pressure plate.
- Centering the clutch disk relative to the guide bearing and pressure plate.
- Resetting the adjusting ring

SAFETY AND PRECAUTION

Read these instructions before start using the tool.

WARNING To work under a vehicle is always a safety risk. Make sure the vehicle is hoisted and secured so it can't accidentally be moved.

1 Always follow instructions provided by the vehicle manufacturer regarding handling and safety measures.
2 Always refer to the vehicle's work shop manual or service instructions.
3 Work on clutches should only be performed by a qualified technician.
4 Only the vehicle manufacturer's data apply to all work done on the vehicle
5 Before using the tool, check for any damages. A damage tool can cause injury or damage to the clutch.

PRODUCT SPECIFICATIONS

1 Clamping plate for SAC clutches with 3 or 4 hole pitch

2. Face spanner (for removing pretentioning ring on Audi, VW, Fiat, etc)

3 Pressure spindle

4 Clutch centering tools
- (a) Blue: 19.75 mm
- (b) Red: 20.75 mm
- (c) Black stepped: 19/15/14 mm
- (d) Black stepped: 22/20/15 mm

5 Clutch centering tools
- (a) 15 mm×23 mm
- (b) 15 mm×28 mm
- (c) 15 mm×34 mm
- (d) 15 mm×26.5 mm
- (e) 15 mm×32.5 mm

6 Clutch resetting tool

7 Handle for pressure spindel (2 pcs)

8 Knurled nuts for threaded bolts (4 pcs)

9 Threaded bolt sets
- (a) Silver: 4 pcs M6×1
- (b) Black: 4 pcs M8×1,25
- (c) Gold: 4 pcs M7×1

OPERATION INSTRUCTIONS

Always refer to the vehicle workshop manual or service instructions. Before disassembly, it must be decided if the pressure plate or pressure plate and clutch shall be reused. If not, the clutch can be removed without using this special tool. Otherwise, please follow the steps described next in this manual.

DISASSEMBLY

WARNING Always mark the installed position before removal.

1 Lift vehicle with a workshop hoist and loosen and/or remove all necessary parts including gearbox as specified by the vehicle manufacturer.

2 Attach the clutch centering tool (pos.4a-d or 5a-e)(Pic1).

3 Loosen the 3 or 4 pressure plate fastening screws placed at 120° or 90° intervals (pic 1).

4 Screw the threaded bolts (pos. 9a-c depending on threads) in the 3 to 4 holes, tighten (pic 2).

5 Assembly the clamping plate (pos 1) and pressure spindle (pos.3) with handles (pos.7). The spindle shall be in its back position (pic 3).

6 Install the Pressure unit on the fastening screws (pic.4).

7 Screw in the knurled nuts (pos.8), tighten. Conclude by marking position of the pressure plate on the flywheel (pic 4).

8 Rotate the pressure spindle until the clutch disk is clear (pic 5)

9 Unscrew the remaining fastening screws from the pressure plate (pic 5).

10 Unscrew the clamping spindle until the diaphragm spring is completely released (pic 6).

11 Unscrew the knurled nuts and remove the tool (pic 7).

12 Remove the pressure plate, clutch disk and centering tool, then clean the parts and check for wear. Replace with new parts if necessary (pic 8).

ASSEMBLY

Note! On some pressure plates, the self adjusting mechanism is not preset in its starting position. In this case follow the instruction for **Resetting the adjuster mechanism**.

1 Check that the new clutch disc slides smoothly on the drive shaft on the gear box. Also check the guide bearing in the crankshaft and/ or in the flywheel. Important: When re-installing a clutch disc and pressure plate which have been in use, do not turn back the adjuster mechanism in the pressure plate to its original position.

2 Insert the appropriate clutch centering tool (pos.4a-d or 5a-e) (pic 1.) in the clutch and place in its recess in the crankshaft.

3 Screw the threaded bolts (pos. 9a-c depending on threads) in the 3 to 4 holes, tighten (pic 2).

4 Assembly and install the clamping plate (pos 1) and pressure spindle (pos.3) with handles (pos.7). The spindle shall be in its back position (pic 3). Install the pressure unit on the fastening screws. Screw in the knurled nuts (pos.8), tighten (pic 4).

5 Rotate the pressure spindle until the clutch disk is clear (pic 5).

6 Install the 3 (4) fastening screws fastening the pressure plate on the flywheel (pic 5).

7 Unscrew the clamping spindle until the diaphragm spring is completely released (pic 6). And remove the tool (pic 7).

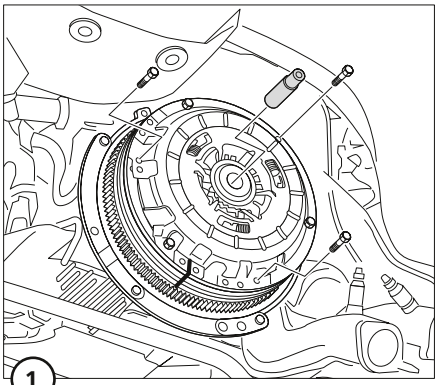
8 Install the rest of the fastening screws

9 All screws can now be tightened to the toque described by the manufacturer.

10 Remove the centering tool by screwing in a bolt in the tool and pulling out.

Resetting the adjuster mechanism

If the old pressure plate is to be re-used or the new is not prepared for its starting position it must first be reset. This is done by fitting the pressure plate on the flywheel without mounting the clutch in between. Mount the SAC tool on the pressure plate and wind the pressure spindel in until the adjuster mechanism starts to move to the right. Then turn the mechanism back, right, until its in its starting position using the clutch resetting tool (pos 6) (pic 9).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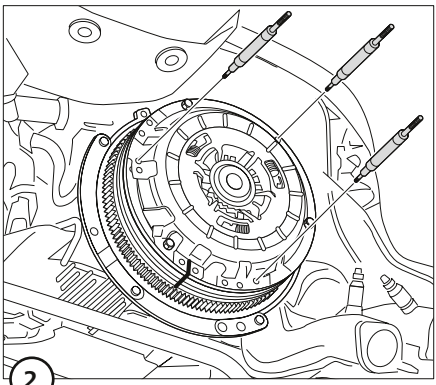
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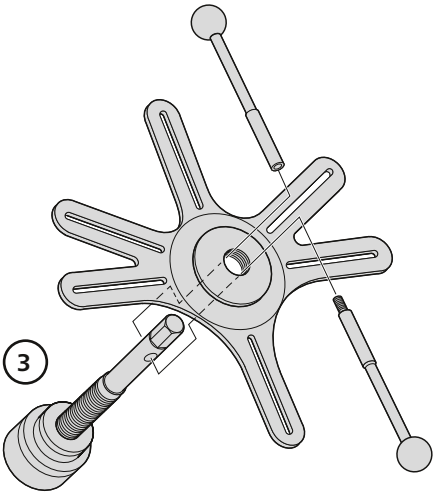
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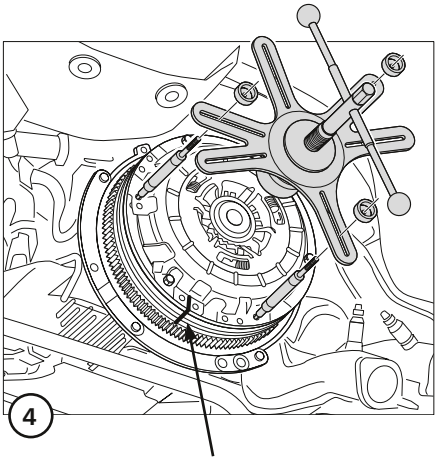
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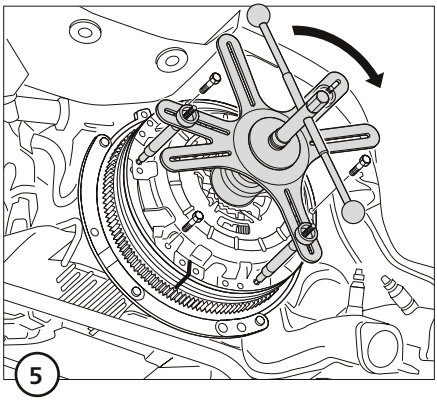
Position mark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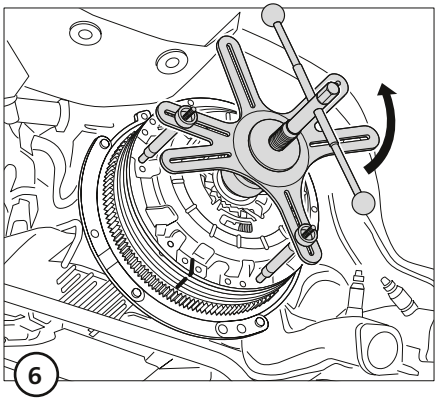
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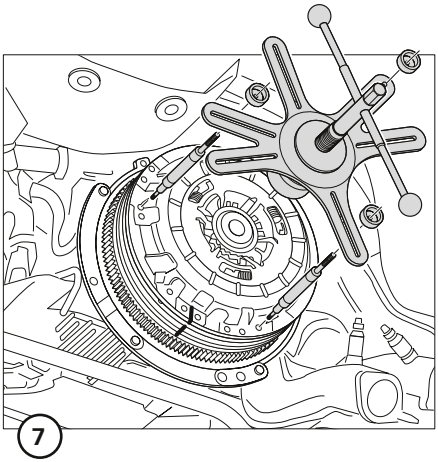
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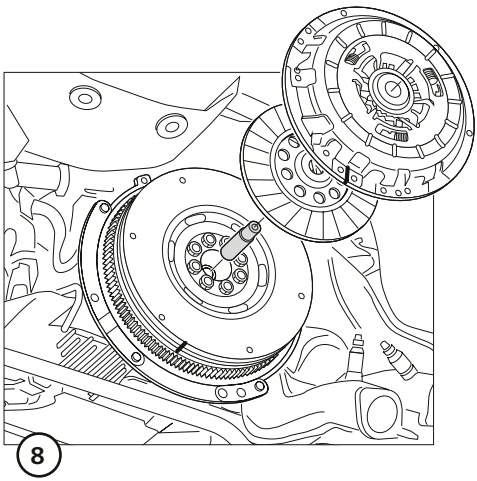
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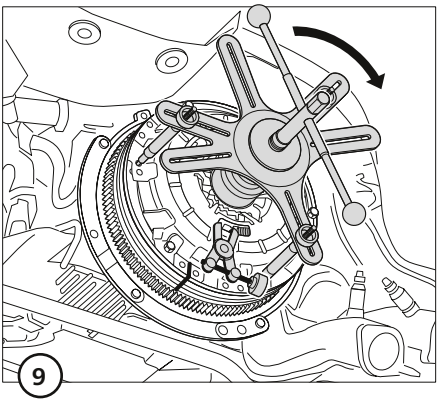
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