



Citroen Jumper / Fiat Ducato / Peugeot Boxer /

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Fig. 1: Pressure plate, pull-type version



Fig. 2: Releaser

1 Thrust ring

2 Mounting clamps

The releaser is centered in the inner diameter of the diaphragm spring fingers by means of a thrust ring (1). The releaser is secured by a retaining ring that will lock automatically.

NOTICE

Avoid high forces when installing the releaser in the releaser ring of the pressure plate, as the mounting clamps (2) may otherwise break.

Ensure that the releaser and releaser ring are exactly aligned.

Damage caused by defects in the clutch environment



Fig. 3: Worn retaining ring.

Consequence: Releaser will separate from the diaphragm spring
→ sudden clutch engagement



Fig. 4: Mechanical damage and overheating on the releaser



Fig. 5: Excessive wear on releaser ring and diaphragm spring fingers



The thrust ring (1) of the releaser must be **above** the retaining ring.

After each clutch replacement, check the entire releasing system for function, free movability and wear:

- Clutch cable (mechanical actuation)
- Master and slave cylinders (hydraulic actuation)
- Preloaded spring on the pedal
- Release fork
- Release shaft
- Guide tube

Replace defective parts, as they are often the cause of damage (Fig. 3 - Fig. 5).

Always check the clutch disc for lateral run out before installing.

The maximum amount is 0.5 mm.

Installing the releaser

1. Install the releaser on the release fork.
2. Install the release shaft, if applicable.
3. Bolt the transmission to the engine in parallel and without offset.
4. Center the releaser by lightly pressing in exactly onto the diaphragm spring ends.
5. Give the releaser a „good push“ until it locks **audibly** in the thrust ring.

Bleed hydraulically actuated clutches after installing. In mechanically actuated clutches, adjust the clutch cable:

1. Press the clutch pedal 20 times.
2. Check the adjustment of the clutch cable.
3. Repeat the above steps if the adjustment is not correct.



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