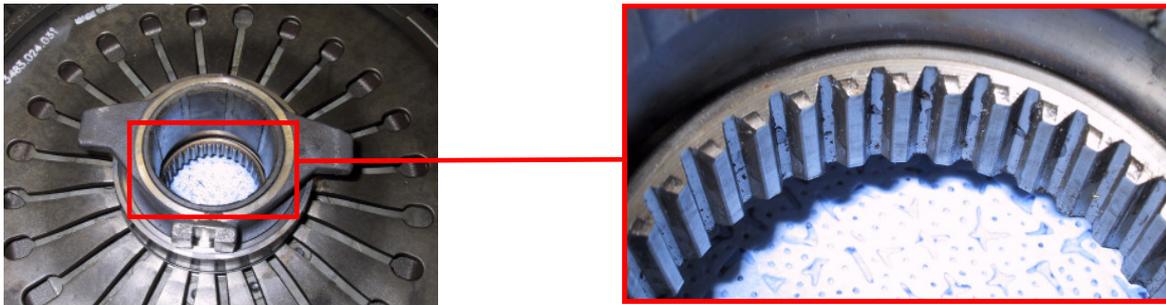


If the gearbox is not connected to the engine with the necessary care, the clutch drive disc for the power take off can be bent and forced against the torsion damper of the clutch disc.

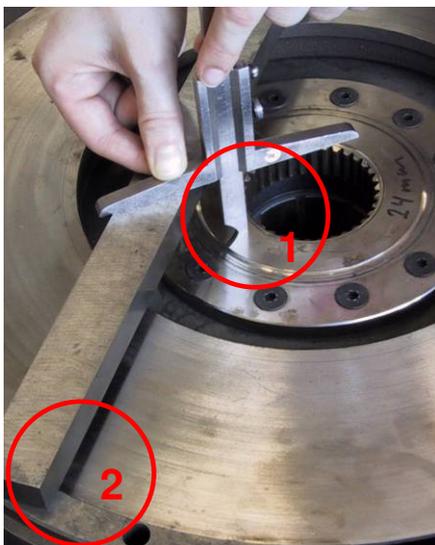


This occurs when the teeth of the drive sleeve do not engage in the hub grooves, but are pushed against the front face of the hub splines. The drive disc is pushed towards the clutch disc in the process.

Possibly results could be a contact with the torsional damper of the clutch disc, resulting in spline damage (see figures above).

If the drive disc is damaged, the clutch cannot be fully disengaged and noise occurs.

Test options for assembly damage :



- Check dimension with a suitable tool as illustrated
- The distance between the hub / front face of the drive disc (1) and the contact surface between housing and flywheel (2) must be about
 - 32 mm for clutch covers 3483 024 031 and
 - 23 mm for clutch covers 3483 019 031.

Important information for assembly of clutch and gearbox:

- Before mounting the gearbox, the clutch disc must be correctly centered.
- When mounting the gearbox, it must be ensured that the teeth on the drive shaft engage correctly in the teeth of the drive sleeve.

For this purpose, connect compressed-air to the auxiliary drive and allow to run. When the drive sleeve rotates, the hub splines are positioned correctly.