



# The Dry Double clutch

Technology/special tools



Audi, SEAT, Škoda, Volkswagen, 0AM 7-speed transmission  
Renault, DC4 6-speed transmission

**SCHAEFFLER**  
AUTOMOTIVE AFTERMARKET



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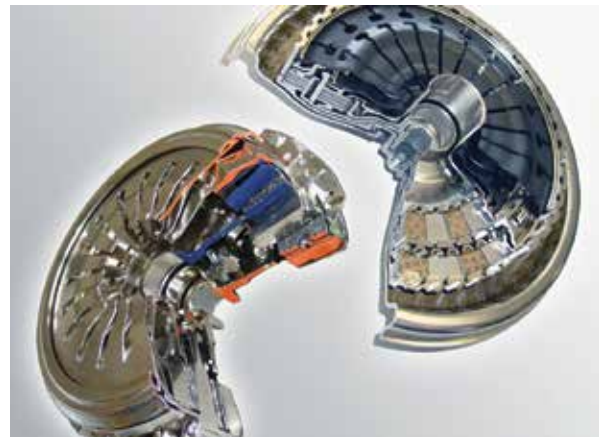
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# Contents

	<b>Page</b>
<b>1 The double clutch transmission (DCT)</b>	<b>4</b>
<b>2 Design and function of the dry double clutch system – Audi, SEAT, Škoda, Volkswagen</b>	<b>6</b>
2.1 Double clutch	7
2.2 Engaging system	10
<b>3 Design and function of the dry double clutch system – Renault</b>	<b>12</b>
3.1 Double clutch	13
3.2 Engaging system	16
<b>4 Dual mass flywheel – DMF</b>	<b>20</b>
<b>5 Description and scope of delivery of LuK special tools</b>	<b>21</b>
5.1 Basic tool kit	22
5.2 Volkswagen tool kit	23
5.3 Renault tool kit	24
5.4 Reset tool kit	25
5.5 Supplementary tool kit	26
5.6 Overview of tool kit applications	27

## 1 The double clutch transmission (DCT)

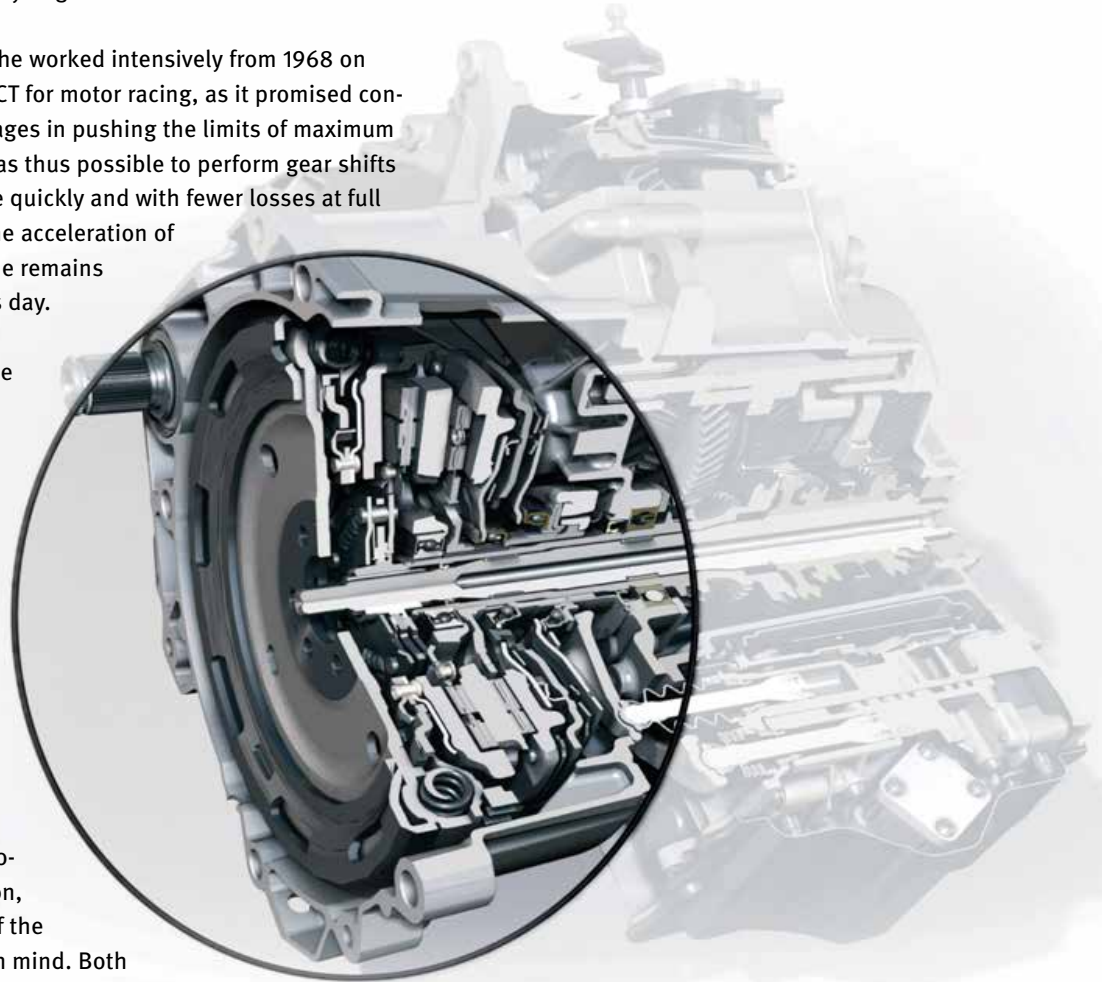
Since automatic torque converter transmissions have been in existence, their greatest advantage, gear shifts under load, has been highly valued. However, due to converter losses, automatic transmissions had considerably reduced efficiency in comparison with manual transmissions. For this reason, great efforts were already being made to develop a DCT from an early stage. The objective was to combine the efficiency of manual transmissions with the comfort of automatic transmissions in a new transmission design.



The French inventor Adolphe Kégresse and Darmstadt-based Professor Rudolf Franke registered the first patents for a type of DCT in 1939/40. However, it took a good quarter of a century to get from the idea to initial use.

Most of all, Porsche worked intensively from 1968 on developing the DCT for motor racing, as it promised considerable advantages in pushing the limits of maximum acceleration. It was thus possible to perform gear shifts significantly more quickly and with fewer losses at full tractive power. The acceleration of cars from that time remains impressive to this day.

For many years the DCT was merely used as a special solution for use in sport, but in the mid-90s the transmission system increasingly became the focus of automotive development. During the search for an alternative to automatic transmission, the advantages of the DCT were borne in mind. Both the sports and consumer-oriented requirements of European customers as well as stricter laws to promote a reduction in CO<sub>2</sub> emissions ultimately gave the decisive impetus for development for series production. In autumn 2002, the Volkswagen Group presented the first production vehicle with this technology. It initially contained a wet double clutch (running in an oil bath), followed five years later by the dry version. This type of transmission is now supplied by other renowned automotive manufacturers.



### What is a double clutch transmission?

The DCT consists of two independent sub-transmissions positioned in a single transmission housing. Each sub-transmission is constructed like a manual transmission in terms of function. Consequently, each sub-transmission is assigned its own clutch. Dry and wet versions of the clutches are possible, depending on the engine torque and mounting space.

While driving, all the processes of a gear shift are regulated automatically. A control unit relays commands to either an electrohydraulic or electromechanical actuating mechanism. This enables the clutches and gear shift forks to perform their work within a precisely defined time window. One sub-transmission is therefore always connected to the engine in a non-positive connection. In the other sub-transmission, the next gear is pre-selected and is ready to be requested. In driving mode the clutches are then actuated alternately within a matter of milliseconds. For the driver this means, among other things, greater driving comfort due to barely noticeable interruptions of tractive power when accelerating.

### An overview of all the advantages of a double clutch transmission



- Combines the comfort of automatic transmissions with the responsiveness of manual transmissions
- Similar properties to an automatic transmission, but with excellent efficiency
- Barely noticeable interruption of tractive power when performing crossover gear shifts
- Reduction in fuel consumption
- Reduction in CO<sub>2</sub> emissions

This brochure describes the function and design of various dry double clutch systems from LuK.

## 2 Design and function of the dry double clutch system – Audi, SEAT, Škoda, Volkswagen

The double clutch system consists of three main components: the dual mass flywheel (DMF), the double clutch (DC) and the engaging system. The system is controlled by the mechatronics. These consist of an electronic control unit, sensors and an electrohydraulic control unit (actuating mechanism). These functional groups are combined in a single housing. The compact design enables integration into the transmission housing without requiring any extra space.



1 Dual mass flywheel  
2 Double clutch  
3 Engaging system

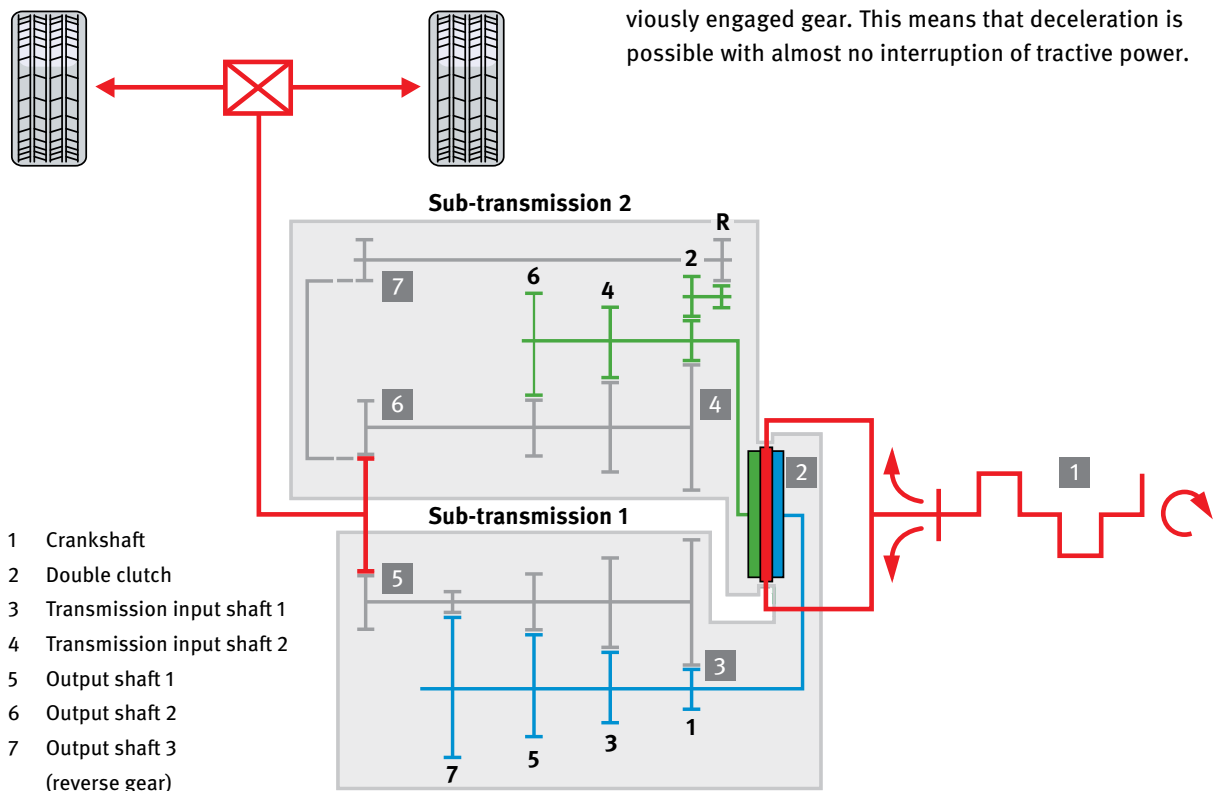
**In driving mode the mechatronics evaluate, among other things, the following information:**

- Speed of both transmission input shafts
- Wheel speed and driving speed
- Gear selection
- Accelerator pedal position (acceleration or deceleration)

Depending on this data, the mechatronics calculates which gear is to be selected and engages the gear by means of the gear actuator and the gear shift forks. The clutches are opened and closed by means of two actuator cylinders, which each activate an engagement lever.

The system is constructed so that both sub-clutches are open when the engine is idling and in neutral and are not closed until the engagement lever is activated (normally open). One clutch is always closed in driving mode and therefore one sub-transmission is always connected in a non-positive connection. The gear in the other sub-transmission is already pre-selected since the clutch for this sub-transmission is still open. During a gear shift one clutch opens while the other clutch closes simultaneously. Power is then transmitted via the previously engaged gear. This means that deceleration is possible with almost no interruption of tractive power.

### Transmission diagram



## 2.1 Double clutch

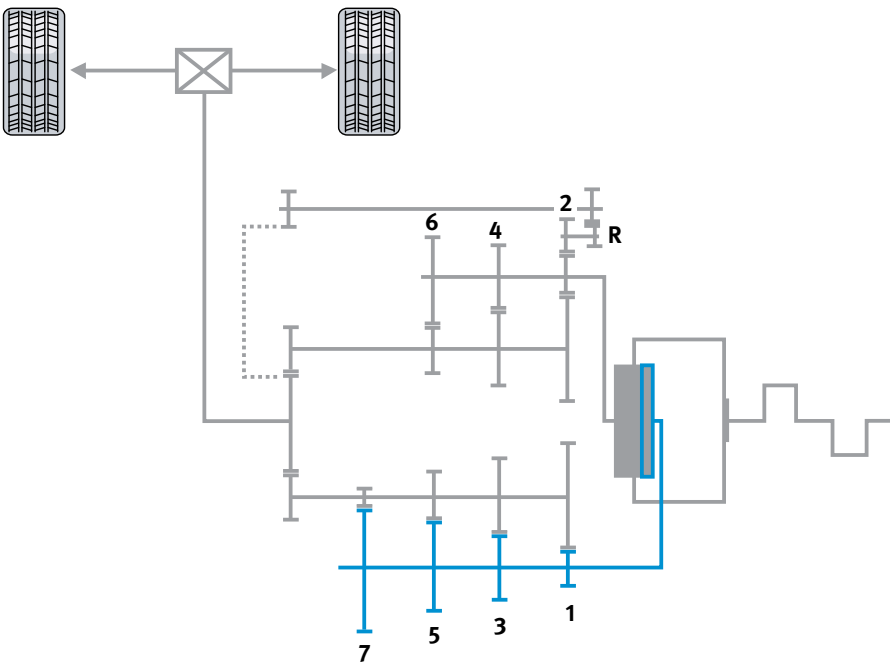
### Basic principle

In the case of 7-speed transmissions each sub-transmission is constructed like a manual transmission in terms of function. A sub-clutch is responsible for each sub-transmission. Both clutches are located on two interlocking transmission input shafts, the outer hollow

shaft and the inner solid shaft. Gears 1, 3, 5 and 7 are engaged by clutch 1 (K1) and the torque is induced in the transmission via the solid shaft. Gears 2, 4, 6 and reverse are engaged by clutch 2 (K2) and the torque is induced in the transmission via the hollow shaft.

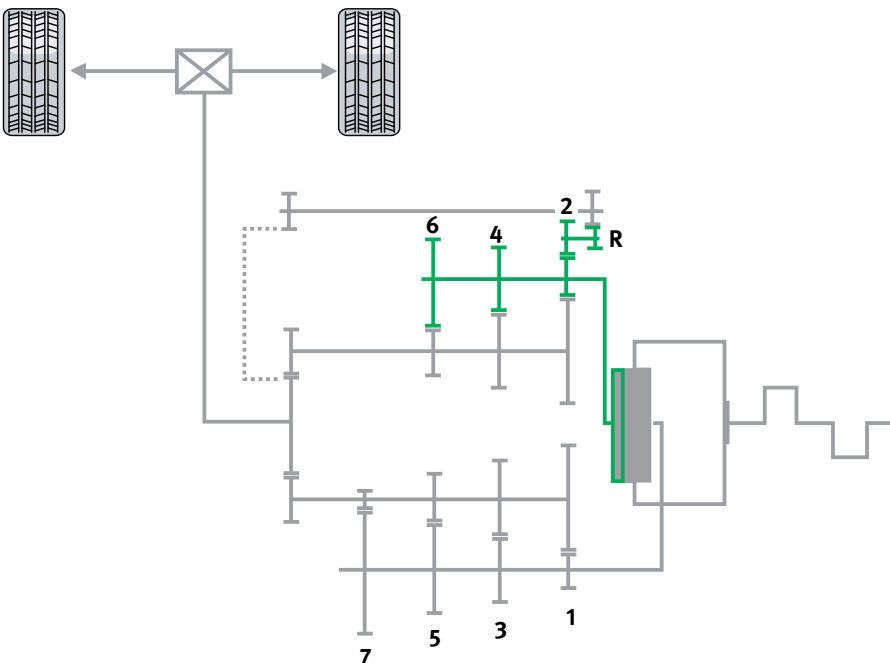
#### Clutch 1 (K1)

K1 is responsible for gears 1, 3, 5 and 7.



#### Clutch 2 (K2)

K2 is responsible for gears 2, 4, 6 and reverse.



## 2.1 Double clutch

### Design

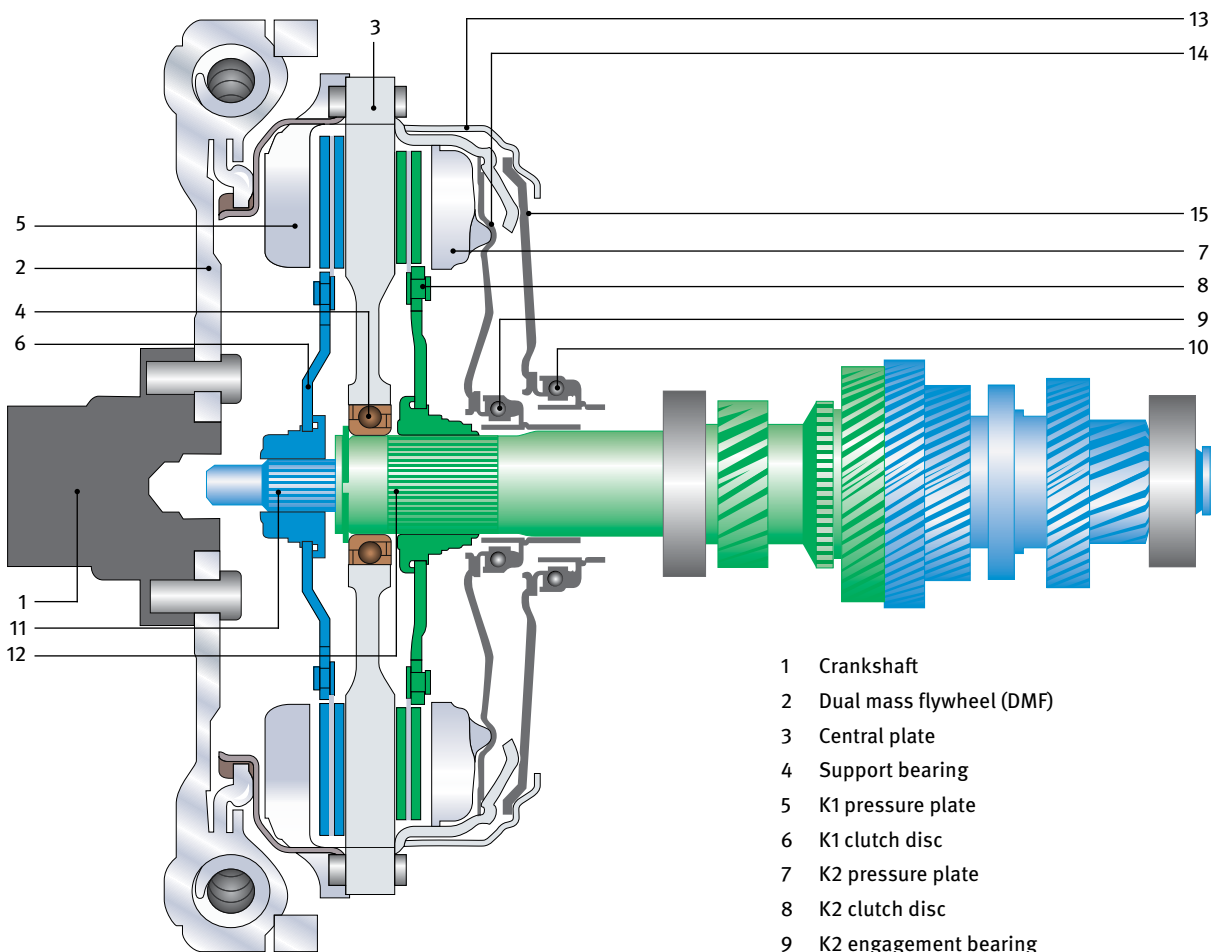


- 1 K1 driving ring with pressure plate
- 2 K1 clutch disc
- 3 Central plate
- 4 K2 clutch disc
- 5 K2 pressure plate

- 6 Lever spring with adjustment device for K2
- 7 Clutch cover with adjustment device for K1
- 8 K1 lever spring
- 9 Tie rod
- 10 Stop ring

The central plate with its two friction surfaces forms the core of the clutch. It is secured to the hollow shaft via a support bearing.

A clutch disc and the corresponding pressure plate are positioned on each side.



- 5
- 2
- 4
- 6
- 1
- 11
- 12

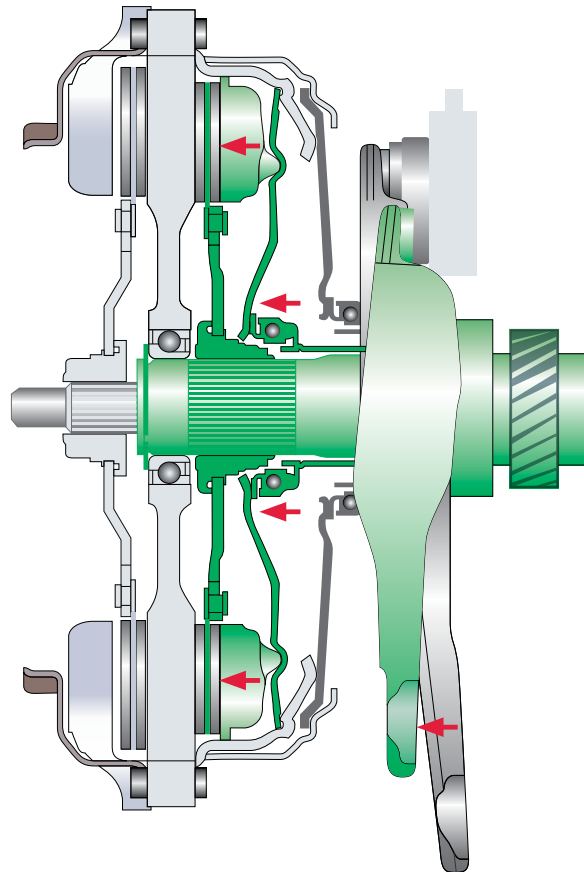
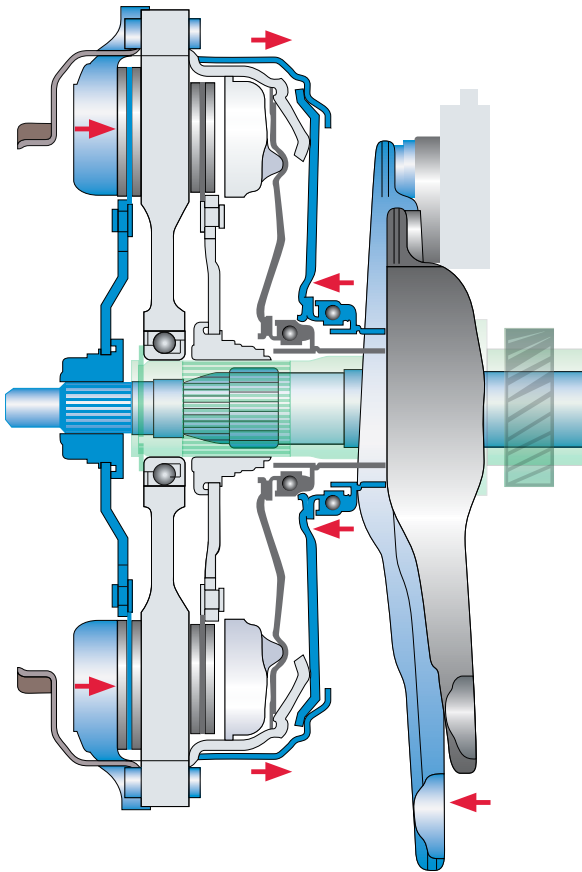
- 13
- 14
- 15
- 7
- 8
- 9
- 10
- 1 Crankshaft
- 2 Dual mass flywheel (DMF)
- 3 Central plate
- 4 Support bearing
- 5 K1 pressure plate
- 6 K1 clutch disc
- 7 K2 pressure plate
- 8 K2 clutch disc
- 9 K2 engagement bearing
- 10 K1 engagement bearing
- 11 Transmission input shaft 1 (solid shaft)
- 12 Transmission input shaft 2 (hollow shaft)
- 13 Tie rod
- 14 K2 lever spring
- 15 K1 lever spring



## Function

If one of gears 1, 3, 5 or 7 is to be used when driving, the mechatronics actuate the large engagement lever. This closes K1 and the power is transmitted to the solid shaft. While driving in an "uneven" gear, the mechatronics engage the next highest or next lowest gear. This gear "waits" until K2 is closed.

If a shift to gear 2, 4, 6 or reverse is then necessary, the large engagement lever is driven back, thus opening K1. At the same time, the mechatronics actuate the small engagement lever. K2 is closed and the torque is transmitted to the hollow shaft.



- The force of the large engagement lever of K1 is transferred to the lever spring via the engagement bearing and via the deflection points of the pressure plate housing in the reverse direction of action
- The K1 pressure plate moves towards the central plate, thus closing the clutch
- The small engagement lever presses the K2 pressure plate against the K2 clutch disc, thus closing the clutch

## 2.2 Engaging system

Two different engaging systems are used in Audi, SEAT, Škoda and Volkswagen vehicles. The first generation was used in transmissions produced up to May 2011; the second generation has been used in transmissions produced since June 2011.

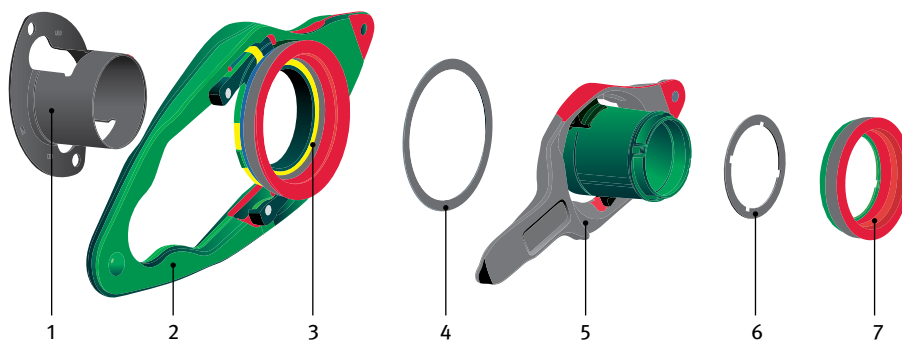
Both systems differ in terms of appearance and technology. Therefore, when repairs are necessary the entire engaging system must be renewed. The date on the installed transmission can be read off in order to identify which of the two systems is concerned. The date is located near the parking lock cover and also in the area around the mechatronics.

### Design

In the first generation the engagement levers are forged and can be recognised by their rough surface.

Both levers are supported in the clutch housing by a replaceable counter-bearing. Adjusting shims are used on (K1) or under (K2) of the respective engagement bearing in order to compensate for axial tolerances.

#### First generation engaging system\*



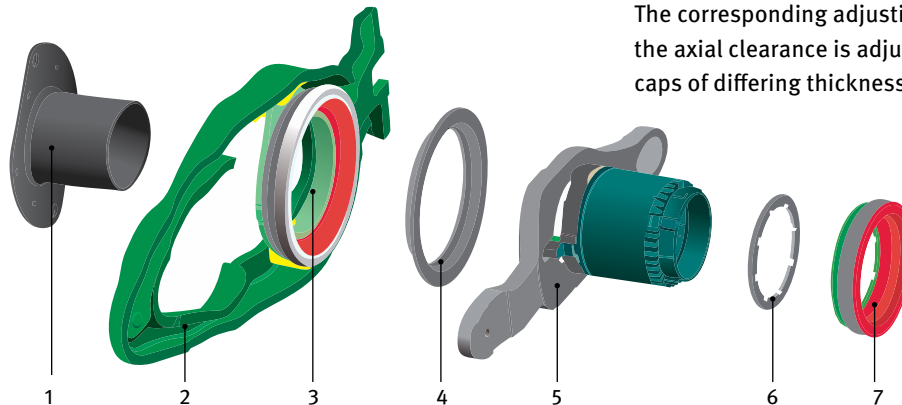
\* Up to May 2011 transmission production date, with forged engagement levers

- |  |  |
|--|--|
| 1 Guiding sleeve                                   | 5 Small engagement lever with guiding pistons for K2 |
| 2 Large engagement lever for engagement bearing K1 | 6 Adjusting shim with 4 or 8 recesses for K2         |
| 3 K1 engagement bearing                            | 7 Engagement bearing for K2                          |
| 4 Adjusting shim for K1                            |  |

The two second generation engagement levers are made of sheet steel and have a smooth surface.

The K1 lever is supported in the clutch housing by a non-replaceable hinge bearing. In contrast, the counter-bearing (ball head) for the K2 lever is always replaced in the event of a repair. Another change is the K1 engagement bearing, which is now designed as a spherical bearing. The corresponding adjusting shim is omitted. Instead, the axial clearance is adjusted by means of spherical caps of differing thicknesses.

#### Second generation engaging system\*



\* From June 2011 transmission production date, with sheet steel engagement levers

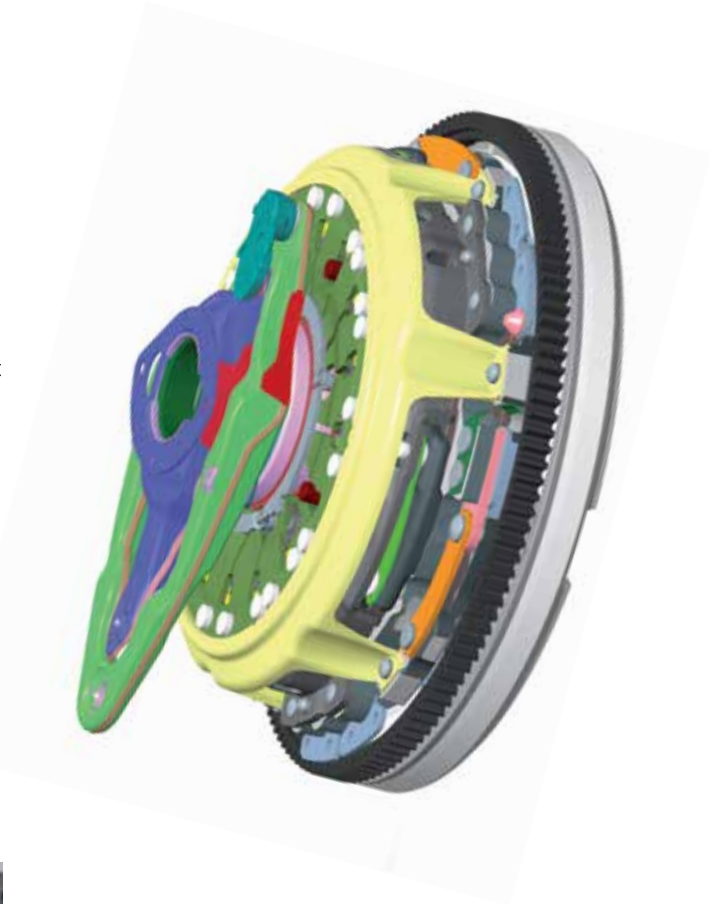
- |  |  |
|--|--|
| 1 Guiding sleeve                                   | 5 Small engagement lever with guiding pistons for K2 |
| 2 Large engagement lever for engagement bearing K1 | 6 Adjusting shim with 8 recesses for K2              |
| 3 K1 engagement bearing                            | 7 Engagement bearing for K2                          |
| 4 Adjusting spherical caps for K1                  |  |

## Function

In previous manual transmissions with a single disc clutch, the clutch is closed when idling. It is opened by pressing on the clutch pedal, which disconnects the transmission of power. This takes place via the so-called release system.

In contrast, the clutches in this double clutch system are open when idling. They are closed when the engagement lever is activated. This is therefore referred to as an engaging system.

The mechatronics alternately activate the two engagement levers along with the engagement bearings by means of two tappets. The engagement levers are supported by the counter-bearings and transfer the force to the lever springs via the engagement bearings. This closes the corresponding clutch. The wear of the clutch discs is compensated for by an integrated self-adjustment device. In this way, the paths of both tappets in the mechatronics are always kept constant over the whole service life.



### 3 Design and function of the dry double clutch system – Renault

The Renault double clutch system consists of three main components: the dual mass flywheel (DMF), the double clutch (DC) and the engaging system with lever actuators. The transmission control unit, which is located on the outside of the transmission housing, controls two servo motors. These set the lever actuators into motion and cause the clutches to close and open alternately.



**In driving mode the transmission electronics evaluate, among other things, the following information:**

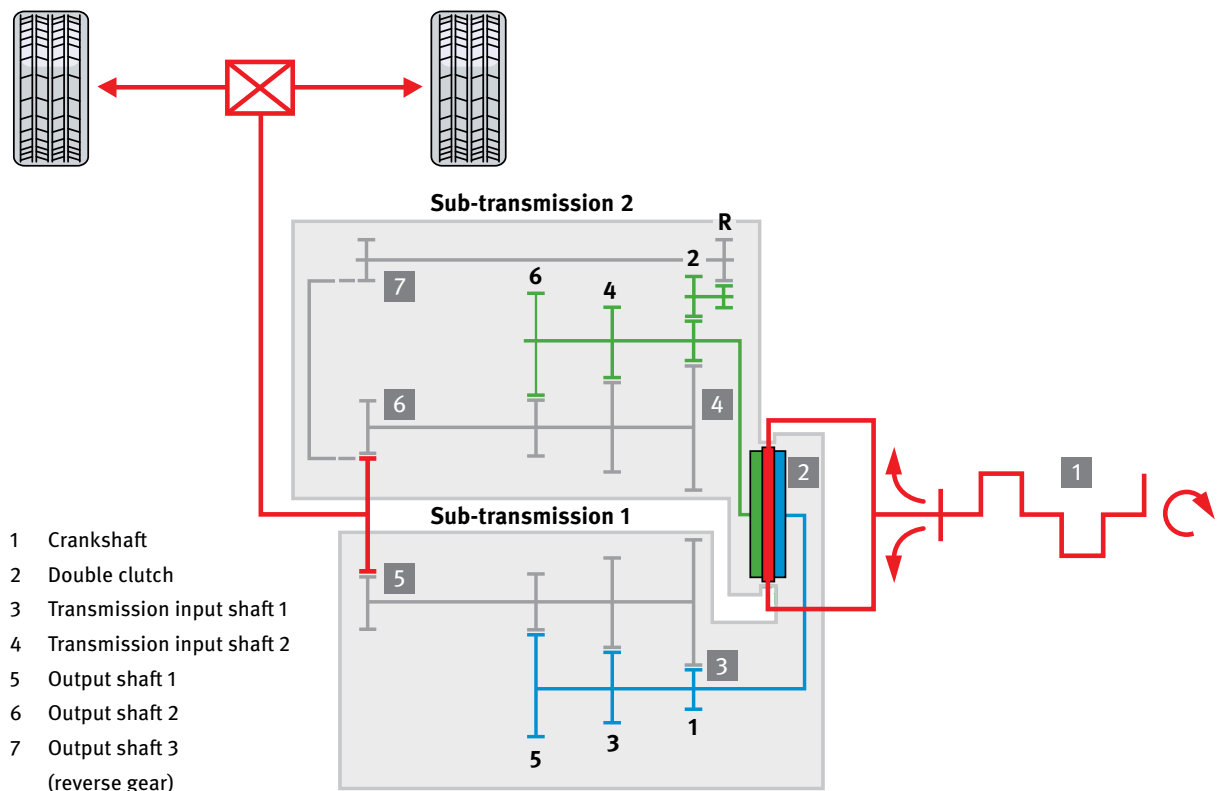
- Transmission input speed
- Vehicle speed
- Gear selection
- Accelerator pedal position
- Brake pedal information

- 1 Dual mass flywheel
- 2 Double clutch
- 3 Guiding sleeve with engagement bearing
- 4 Lever actuators with servo motors

Depending on this data, the control unit calculates which gear is to be selected and engages the gear by means of gear change motors. These are located in the transmission control unit and act directly upon the gear shift forks inside the transmission.

The double clutch system contains two clutches that are open when the engine is idling and in neutral (normally open). One clutch is always closed in driving mode and therefore one sub-transmission is always connected in a non-positive connection. The gear in the other sub-transmission is already pre-selected since the clutch for this sub-transmission is still open. During a gear shift one clutch opens while at the same time the other closes. The power is then transmitted via the previously engaged gear. This means that it is possible to drive with almost no interruption of tractive power.

#### Transmission diagram



## 3.1 Double clutch

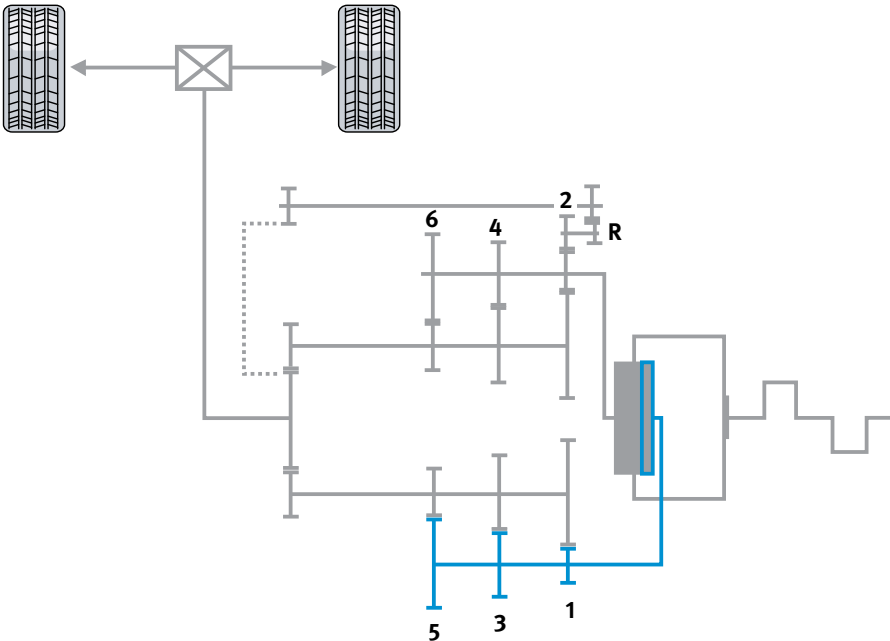
### Basic principle

Each sub-transmission in the Renault double clutch transmission is constructed like a manual transmission. One clutch is responsible for each sub-transmission. Both clutches are located on two interlocking transmission input shafts, the outer hollow shaft and the inner solid shaft.

Gears 1, 3 and 5 are engaged by K1 and the torque is induced in the transmission via the solid shaft. Gears 2, 4, 6 and reverse are engaged by K2 and the torque is induced in the transmission via the hollow shaft.

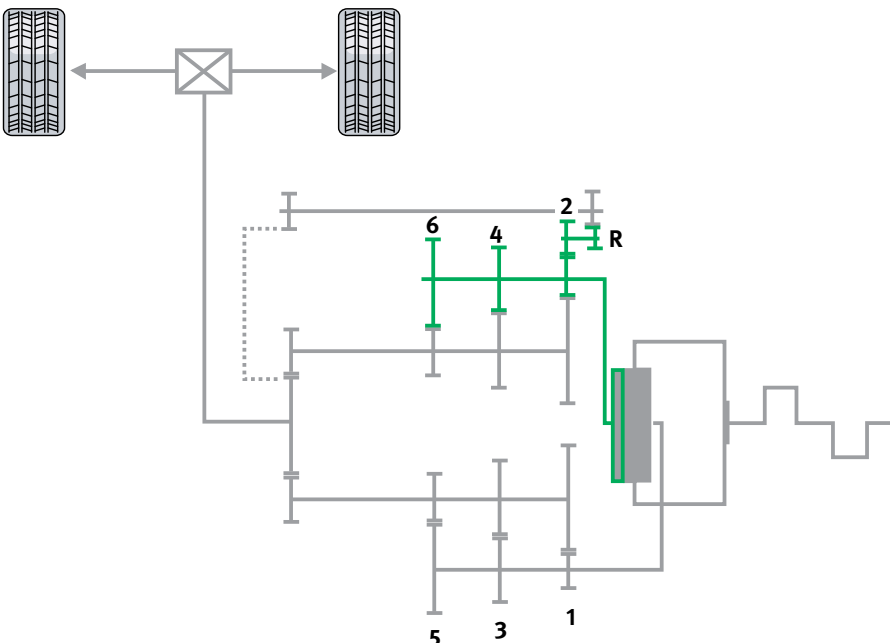
#### Clutch 1 (K1)

K1 is responsible for gears 1, 3 and 5.



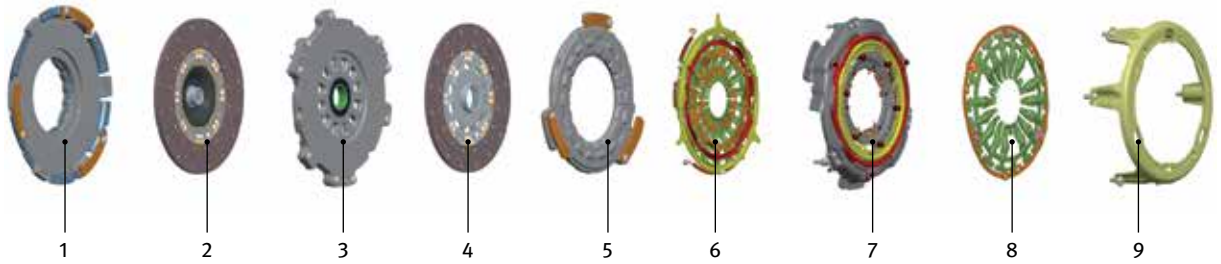
#### Clutch 2 (K2)

K2 is responsible for gears 2, 4, 6 and reverse.



### 3.1 Double clutch

#### Design

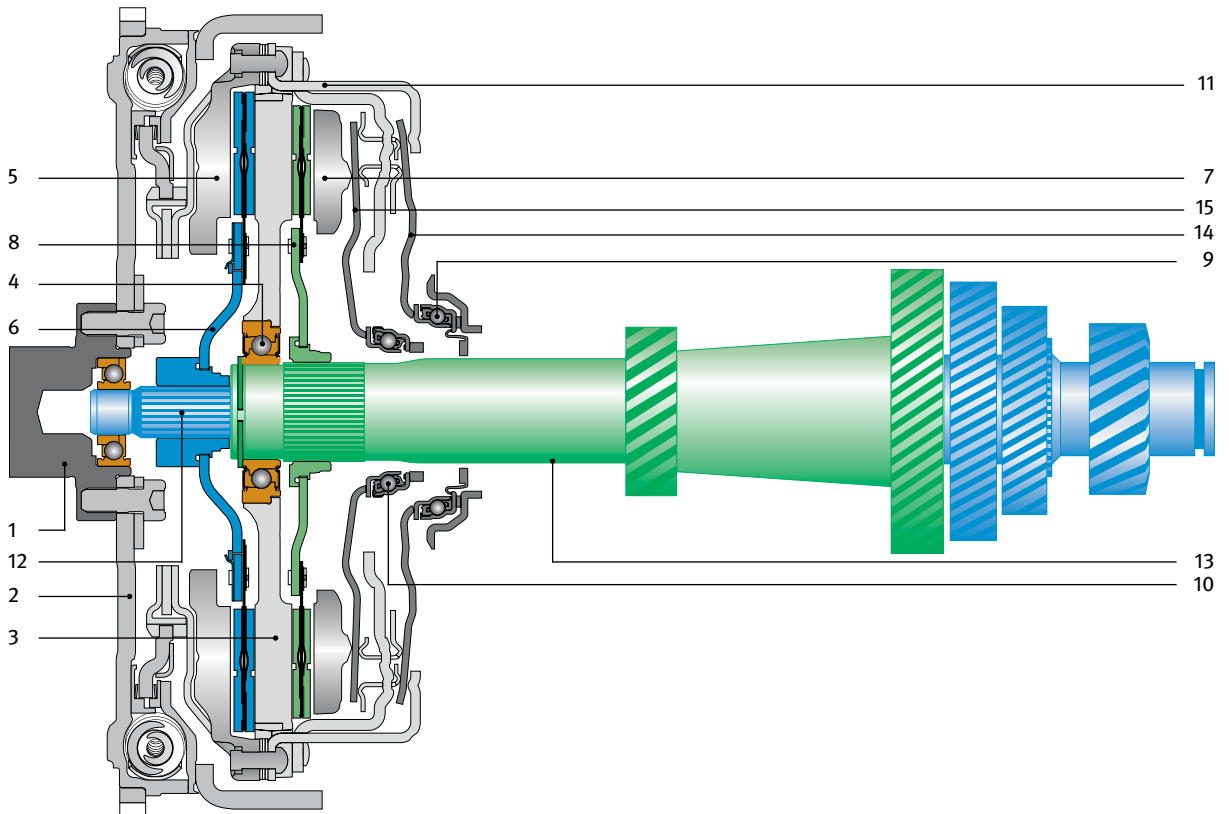


- 1 K1 driving ring with pressure plate
- 2 K1 clutch disc
- 3 Central plate
- 4 K2 clutch disc
- 5 K2 pressure plate

- 6 Lever spring with adjustment device for K2 and the K2 transport fastener
- 7 Clutch cover with adjustment device for K1 and the K1 transport fastener
- 8 K1 lever spring
- 9 Tie rod

The central plate with its two friction surfaces forms the core of the clutch. It is secured to the hollow shaft via a support bearing.

A clutch disc and the corresponding pressure plate are positioned on each side.



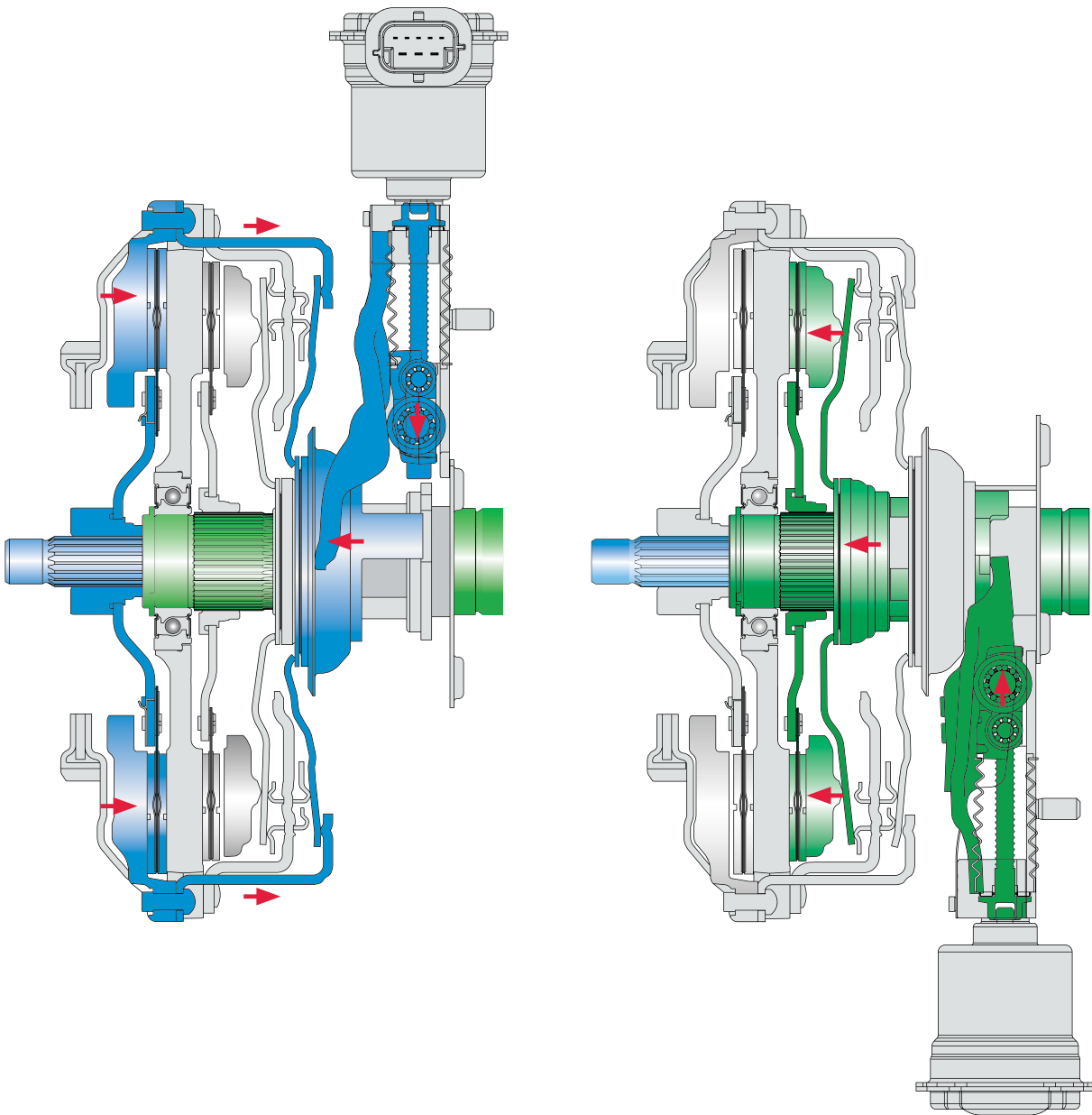
- 1 Crankshaft
- 2 Dual mass flywheel (DMF)
- 3 Central plate
- 4 Support bearing
- 5 K1 pressure plate
- 6 K1 clutch disc
- 7 K2 pressure plate
- 8 K2 clutch disc

- 9 K1 engagement bearing
- 10 K2 engagement bearing
- 11 Tie rod
- 12 Transmission input shaft 1 (solid shaft)
- 13 Transmission input shaft 2 (hollow shaft)
- 14 K1 lever spring
- 15 K2 lever spring

## Function

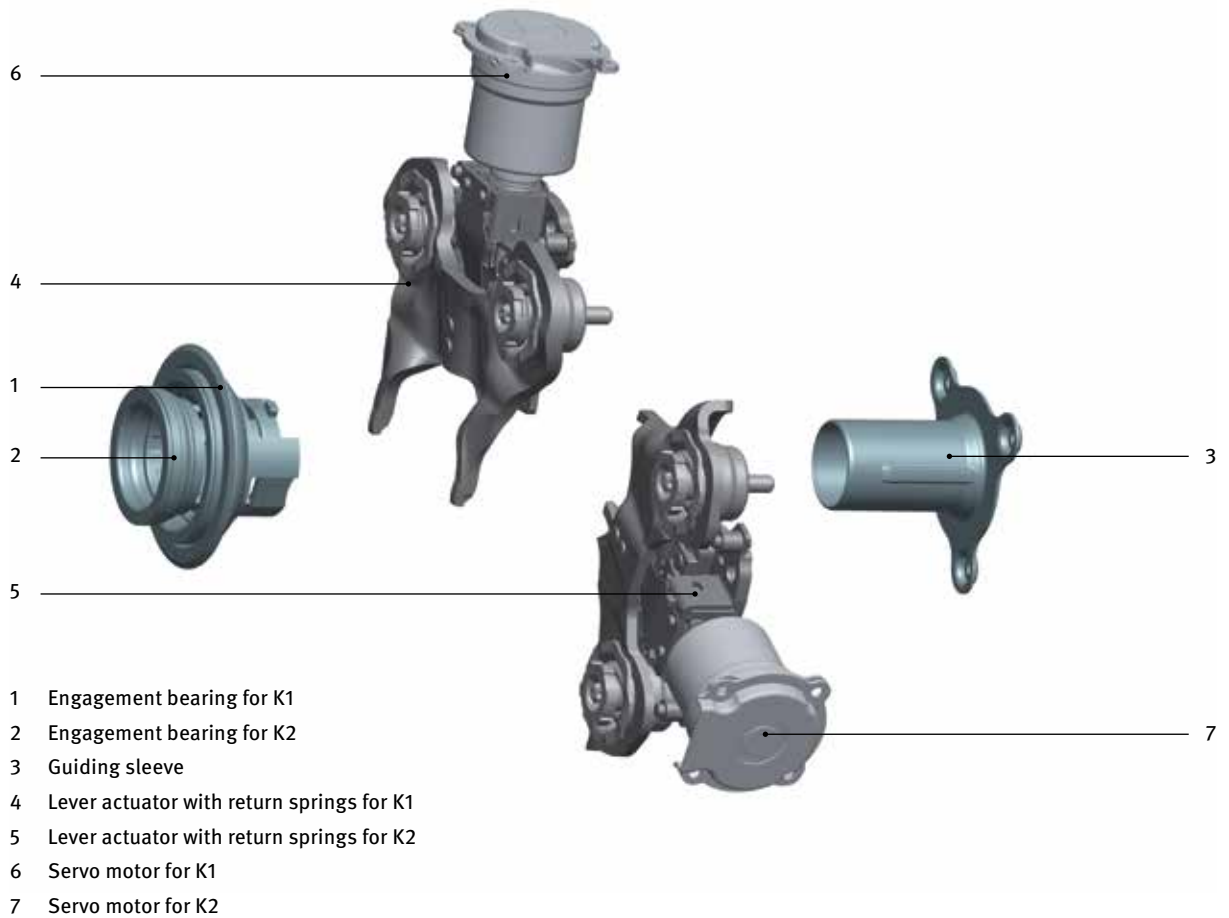
When driving in gears 1, 3 or 5, the servo motor for K1 is activated electrically. This causes the engagement lever with the wide fork opening and the large engagement bearing to move towards the double clutch. The outer lever spring transmits this movement to the tie rod and reverses the effective direction of the engagement force. As a result, the pressure plate for K1 is pulled towards the central plate, closing the clutch. The clutch disc then transfers the engine torque to the solid shaft.

If one of gears 2, 4, 6 or R is to be used when driving, the servo motor for K2 actuates the engagement lever with the narrow fork opening. The inner lever spring is activated via the engagement bearing. This moves the K2 pressure plate towards the central plate. This creates a non-positive connection to the clutch disc. The engine torque is transmitted to the hollow shaft. At the same time, K1 opens.



### 3.2 Engaging system

#### Structure of the overall system



With previous manual transmissions with single disc clutch, the clutch is closed when idling. It is opened by pressing on the clutch pedal, thus disconnecting the transmission of power. This takes place via the so-called release system.

By contrast, the clutches in this double clutch system are open when idling (normally open). They are closed when the engagement lever is activated. This is therefore referred to as an engaging system.

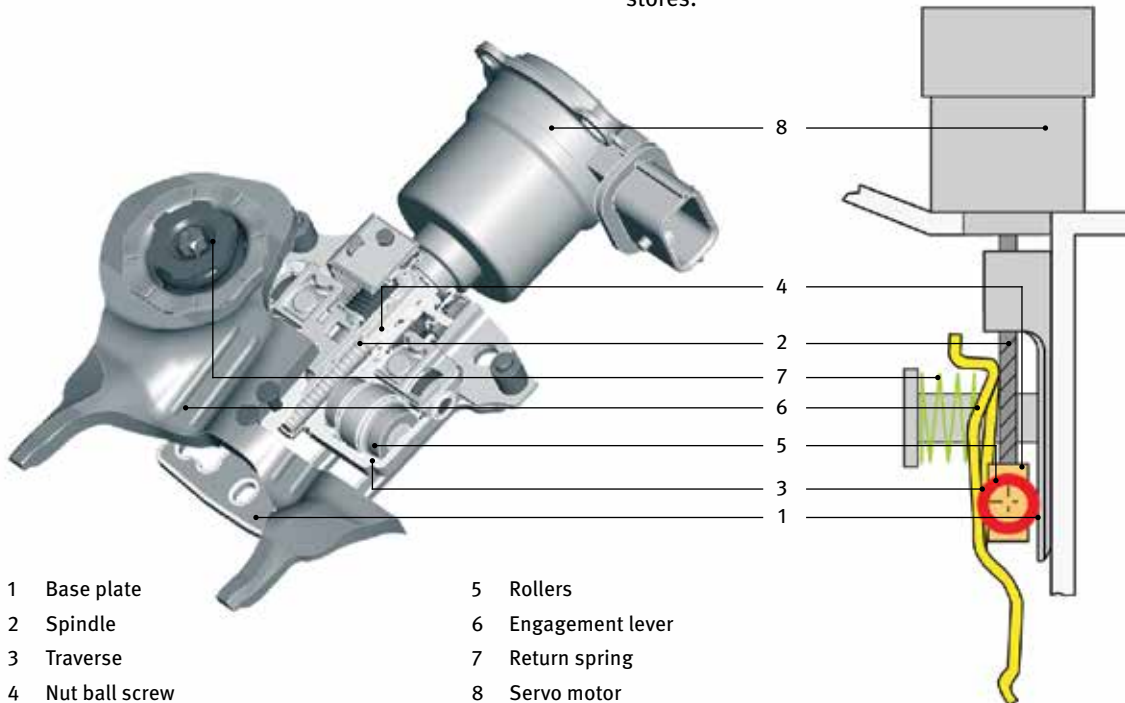
The engaging system is operated electrically and consists of the two engagement bearings for K1 and K2 [1 and 2], the guiding sleeve [3] and two lever actuators [4 and 5]. These components are arranged in the transmission bell housing. The two servo motors [6 and 7] are mounted on the outside. They are connected to the respective lever actuator via a spindle. Both work identically, only the fork openings on the engagement lever are different.



## Structure of the lever actuator

The lever actuator consists of a base plate, spindle, traverse (nut ball screw with multi-part rollers), engagement lever and return springs. Together they form the actuating mechanism.

The base plate is used to secure the lever actuator in the transmission bell housing and to guide the rollers precisely. The engagement lever contains two return springs, which serve as deflection points and energy stores.



## Design and function of the return spring

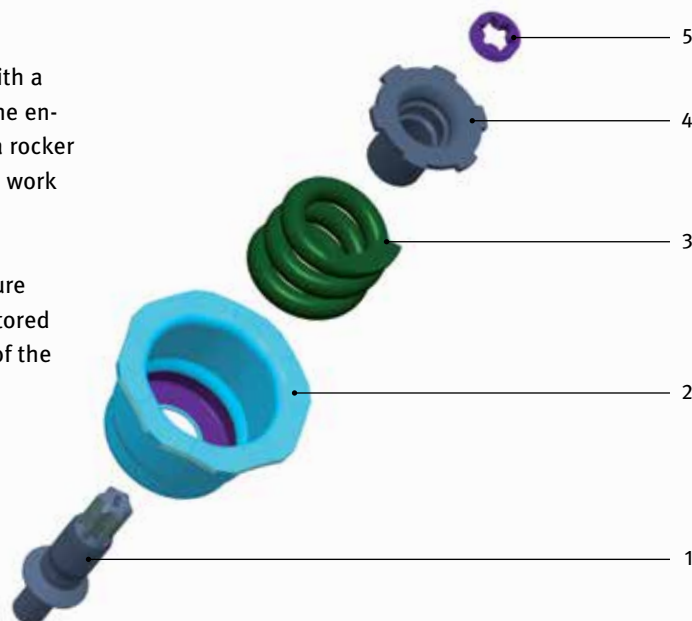
The return spring acts as an energy store during the engagement process. The sleeve [2] and the pressure spring [3] form a single unit. There is a stop at the lower end of the screw [1] that limits the path of the sleeve. There is a nut [4] at the upper end. This supports the pressure spring and is used to adjust the return spring ex works.

In order to achieve the optimum performance of the engaging system, return springs and lever actuators are adapted to one another and paired ex works. These units are identified by an identical four-digit number that is located on the sleeve and the engagement lever.

The engagement lever and sleeve are designed with a wave profile. On the one hand this ensures that the engagement lever is guided correctly. It also forms a rocker joint connection that enables virtually frictionless work during operation.

At the start of the engagement process the pressure spring is compressed by the sleeve. The energy stored in this way is used to close the clutch at the end of the engagement process.

- |                   |
|-------------------|
| 1 Bolt            |
| 2 Sleeve          |
| 3 Pressure spring |
| 4 Nut             |
| 5 Retaining ring  |



### 3.2 Engaging system

#### Function

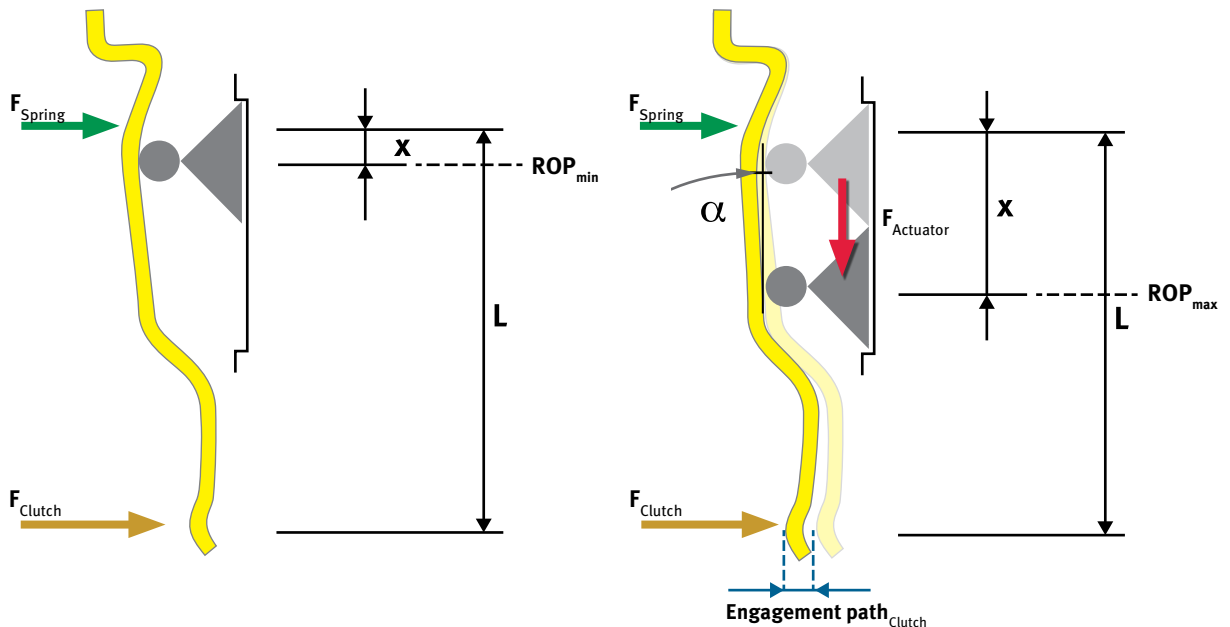
The servo motor changes the central bearing point of the engagement lever, the traverse, via a ball screw drive. This influences the effective lever ratio, which changes continually over the course of the engagement process.

The traverse moves towards the transmission input shaft during the engagement process. The return spring is compressed due to the inclined plane (working angle) of the engagement lever and thus acts as an energy store. The force on the engagement bearing increases but, due to the unfavourable lever ratio, is not yet sufficient to close the clutch.

By moving the traverse further, even more energy is stored in the return spring, to the point where the changed lever ratio together with the force of return spring is sufficient to close the clutch.

Intelligent use of the lever principle results in an almost constant force level for the servo motor. This allows a considerable reduction in engine size. Due to the low energy requirement and the universally applicable actuating mechanism, this system also fulfils the future requirements for hybrid systems.

#### Schematic representation



The pre-tension force of the pressure spring [ $F_{Spring}$ ] in the return spring and the leverage ratio [ $x/(L - x)$ ] resulting from the position [ $x$ ] of the cross beam determine the engagement force of the clutch [ $F_{Clutch}$ ].

$$F_{Clutch} = F_{Spring} \cdot \frac{x}{L - x}$$

In order to engage the clutch, the traverse must be moved along its max. roller path [ $ROP_{max}$ ].

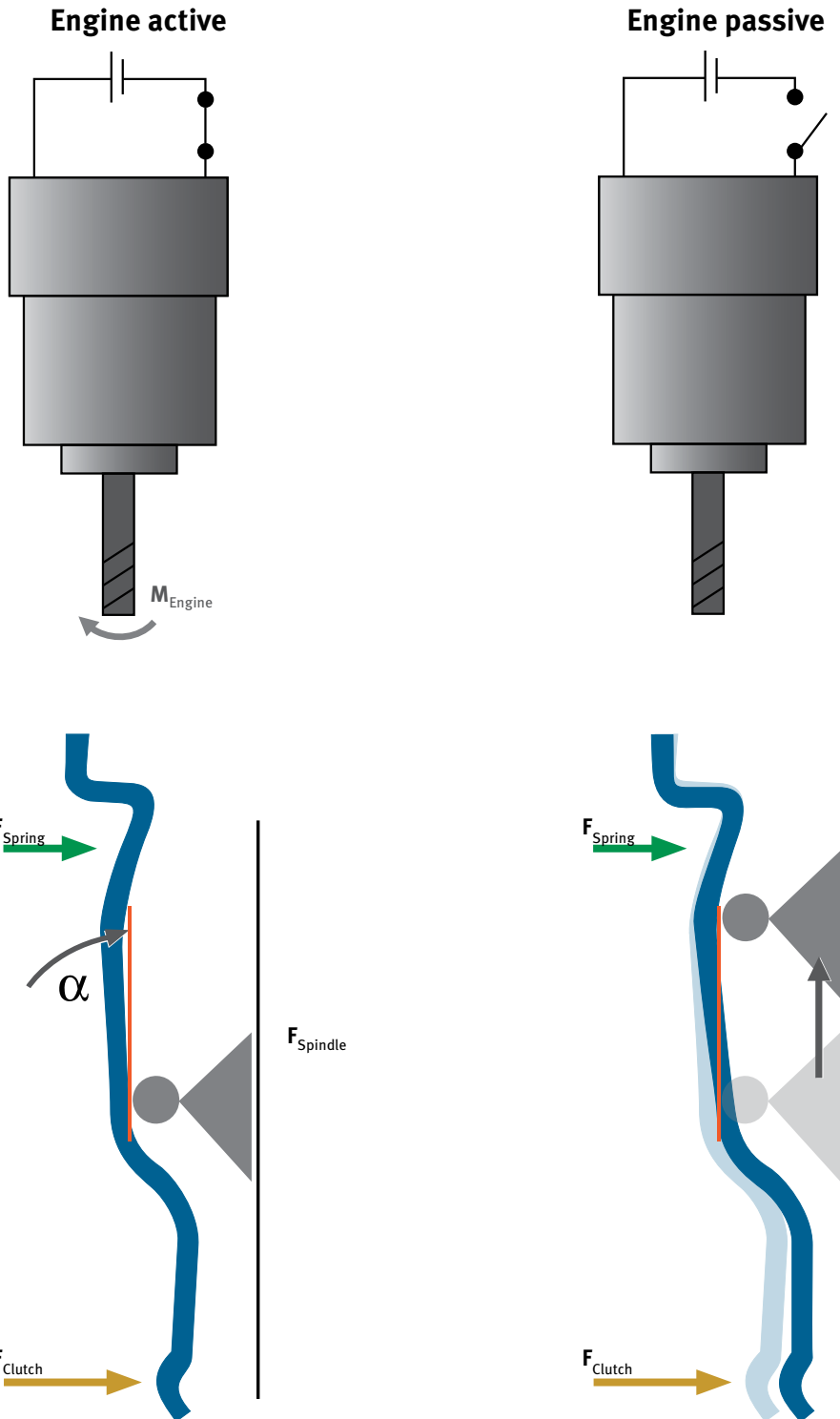
$$F_{Actuator} = (F_{Clutch} + F_{Spring}) \cdot \alpha$$

The actuator force [ $F_{Actuator}$ ] consists of the equilibrium between the spring and clutch force, offset against the working angle [ $\alpha$ ].

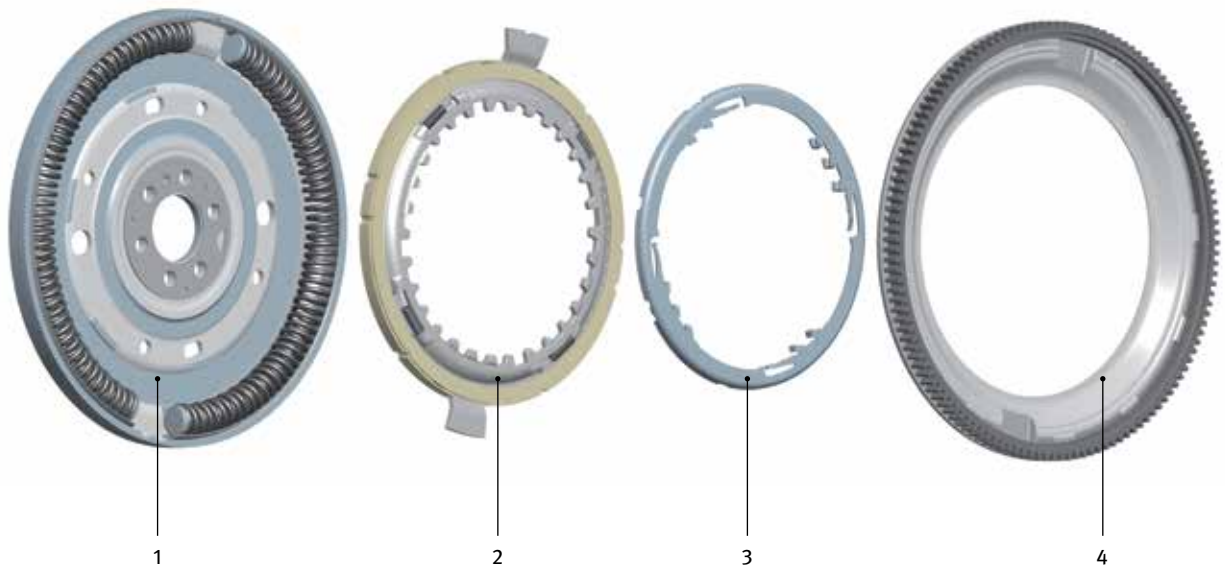
### Automatic emergency clutch opening

Since, in contrast to manual transmissions, the clutches are actively closed, the engaging system could come to a stop in an unsolvable clamped state in the event of a malfunction. The vehicle would then no longer be able to move with a gear engaged.

In order to prevent this, the lever actuators are designed so the counter force of the lever spring is sufficient with a currentless servo motor to automatically push back the traverse, thus opening the clutch. In this way the vehicle can still be moved in an emergency even when a gear is engaged.



## 4 Dual mass flywheel



- 1 Primary mass with arc springs and starter ring gear
- 2 Flange with internal teeth to accommodate the driver of the double clutch
- 3 Bracing ring
- 4 Cover for the primary mass with a gear ring for the speed/OT sensor

The flywheel used with the double clutch transmission (DCT) is a special form of the LuK dual mass flywheel (DMF). Just as with conventional DMFs in manual transmissions, there is a primary and a secondary side. However, in contrast to conventional DMFs, the secondary side is not designed as a flywheel mass as a fixed part of the DMF, rather in the form of a flange, and only serves as a connection between the primary mass and the double clutch. In this case, the secondary flywheel mass is incorporated into the weight of the double clutch that is located on the hollow shaft. This means that the direct bearing arrangement of the adjacent masses using a ball bearing or plain bearing that is implemented in conventional DMFs can be omitted.

One further difference from conventional DMFs is that the friction surface on the secondary side is omitted. There it forms the central plate on which the friction surfaces for both clutches are located. Instead of the friction surface on the DMF, a flange with internal teeth is used. The rim of the drive plate of the double clutch meshes with this flange. Since the two interlocking sprockets would produce noise, a bracing ring is attached to prevent noise. This tensions the two sprockets so that the tooth flanks have no clearance between them.

### How the DMF works

The DMF absorbs virtually all the torsional vibrations with its integrated spring/damping system. The result is outstanding vibration isolation.

#### Note:

Further information on the DMF is described in the comprehensive LuK brochure "Dual mass flywheel".

## 5 Description and scope of delivery of LuK special tools

Work on the dry double clutch system must always be carried out using appropriate special tools. This ensures professional repairs and prevents damage to the clutch and transmission.

Schaeffler Automotive Aftermarket offers a future-proof tool system for correct assembly/disassembly. It has a modular design and consists of a basic tool kit and several vehicle-specific tool kits. The range of tools can be easily adapted to new and future double clutch systems. This enables tools to be put together as required.

### Note:

The basic tool kit and the corresponding vehicle-specific tool kit must always be used for repairs.

### The following tool kits are currently available:

- Basic tool kit
- Volkswagen tool kit (Audi, SEAT, Škoda, Volkswagen)
- Renault tool kit
- Reset tool kit, Renault
- Supplementary tool kit (for previous LuK double clutch special tool, part no.: 400 0240 10)



### Note:

If you have any questions about the special tools or diagnostics and repairs, please call our LuK INA FAG Service Centre on: +49 6103 753-333.

## 5.1 Basic tool kit

The basic tool kit (part no. 400 0418 10) forms the basis of the modular tool system. It contains those tools that are generally required for all repairs to double clutches. Together with a vehicle-specific tool kit, they form a

complete kit for professional repairs. This is based on all dry double clutch systems currently available from LuK.



- 1 Traverse with spindle and pressure piece
- 2 3 thumb screws
- 3 3 M10 threaded bolts, 100 mm long
- 4 3 M10 threaded bolts, 160 mm long
- 5 Circlip pliers, angled
- 6 Magnet
- 7 Transmission support with height adjustment

- 8 2 plugs for differential openings
- 9 DMF reset tool
- 10 Unlocking key
- 11 Special open-end wrench
- 12 DVD with assembly/disassembly instructions and training video

## 5.2 Volkswagen tool kit

This vehicle-specific tool kit (part no. 400 0419 10) must be combined with the basic tool kit. It can be used to disassemble, assemble and adjust both first generation double clutches (up to May 2011) and second generation double clutches (from June 2011) in vehicles manufactured

by Audi, SEAT, Škoda and Volkswagen with a 0AM transmission.



- |   |  |
|---|--|
| 1 Dial gauge with tripod                          | 9 Plugs  |
| 2 Setting dimension 32.92 mm (1st generation, K2) | 10 3 hooks   |
| 3 Setting dimension 48.63 mm (1st generation, K1) | 11 Setting gauge for setting dimension                           |
| 4 Setting dimension 32.12 mm (2nd generation, K2) | 12 Coupling hooks  |
| 5 Setting dimension 48.42 mm (2nd generation, K1) | 13 Weight, 3.5 kg  |
| 6 3 thrust pieces                                 | 14 DVD with assembly/disassembly instructions and training video |
| 7 Disassembly of support sleeve                   |  |
| 8 Assembly of pressure sleeve                     |  |

### 5.3 Renault tool kit

This tool kit (part no. 400 0423 10) contains all tools that are required to carry out professional repairs on a dry double clutch on a Renault vehicle (DC4 6-speed transmission). It must be used together with the basic tool kit.



- 1 3 hooks
- 2 Assembly of pressure sleeve
- 3 Disassembly of support sleeve
- 4 Locking piece
- 5 DVD with assembly/disassembly instructions and training video



## 5.4 Reset tool kit

New double clutches for Renault vehicles with DC4 transmission are in principle fitted with a transport fastener. This means that no additional work is necessary prior to assembly.

The transport fastener must be put back in place if the double clutch is used again after disassembly, e.g. because work has been carried out on the transmission seals. The reset tool kit (part no. 400 0425 10) must be used for this type of work.



Part no. 400 0425 10

- |   |                             |    |   |
|---|-----------------------------|----|---|
| 1 | Base plate with spindle     | 8  | K1 pressure ring, Ø 85 mm                                     |
| 2 | Pressure nut                | 9  | K1 pressure ring, Ø 105 mm                                    |
| 3 | Adapter                     | 10 | K1 return ring  |
| 4 | 2 fixing pins               | 11 | K2 return ring  |
| 5 | 2 knurled nuts              | 12 | 3 K1 fixing pieces  |
| 6 | K2 pressure piece, Ø 115 mm | 13 | DVD with assembly/disassembly instructions and training video |
| 7 | K2 pressure piece, Ø 131 mm |    |   |

## 5.5 Supplementary tool kit

The previous LuK double clutch special tool (part no. 400 0240 10) can be adapted to the new, modular tool system range with the supplementary tool kit (part no. 400 0420 10).

Together, the contents of the two tool kits correspond to the basic tool kit and the Volkswagen tool kit.



- 1 Transmission support with height adjustment
- 2 Plugs for differential openings
- 3 Special open-end wrench
- 4 Setting dimension 32.12 mm (2nd generation, K2)
- 5 Setting dimension 48.42 mm (2nd generation, K1)

- 6 DMF reset tool
- 7 Unlocking key
- 8 DVD with assembly/disassembly instructions and training video

## 5.6 Overview of tool kit applications

The table below shows which tool kits need to be combined if no LuK special tool is available yet.

Application		Audi, SEAT, Škoda, VW 1st generation	Audi, SEAT, Škoda, VW 2nd generation	Renault
Tool kit	Basic tool kit Part no. 400 0418 10	X	X	X
	Volkswagen tool kit Part no. 400 0419 10	X	X	
	Renault tool kit Part no. 400 0423 10			X

This table illustrates how the tool systems are combined if the LuK double clutch special tool part no. 400 0240 10 is already available.

Application		Audi, SEAT, Škoda, VW 1st generation	Audi, SEAT, Škoda, VW 2nd generation	Renault
Tool kit	Previous LuK special tool Part no. 400 0240 10	X	X	X
	Supplementary tool kit Part no. 400 0420 10		X	X
	Renault tool kit Part no. 400 0423 10			X

If a Renault double clutch already in use is reassembled, both transport fasteners must be reset using the specified tool.

Application		Audi, SEAT, Škoda, VW 1st generation	Audi, SEAT, Škoda, VW 2nd generation	Renault
Tool kit	Reset tool kit Part no. 400 0425 10			X

						
		●	●	●	●	●
		●	●			
		●	●	●	●	
		●	●	●	●	
		●	●	●	●	
		●	●			
		●	●	●	●	