

Clip the connector lock.



Confirm that it is locked by the sound of the "clip" .

3. FINAL OPERATION



Proceed in the reverse order to removal.



Apply the After repair procedure using the Diagnostic tool [Diagnostic tool : Use](#) :

-Computer concerned by the After repair procedure:



"Automatic gearbox computer" ,

-Component controlled by this computer concerned by the After repair procedure:



"Clutch actuator motor" .



Repair-12x03x01x10-01x37-1-2-1.xml



XSL version : 3.02 du 22/07/11

CLUTCH FORK: REMOVAL - REFITTING



Note, one or more warnings are present in this procedure



parts always to be replaced:



Differential output seal



WARNING

Before carrying out any operation on a vehicle fitted with the Stop & Start system, always follow the safety instructions [Vehicle: Precautions for the repair](#) .



WARNING

■ To avoid all risk of damage to the systems, apply the safety and cleanliness instructions and operation recommendations before carrying out any repair:

- [Automatic gearbox: Precautions for the repair](#) ,
- [Vehicle: Precautions for the repair](#) (01D, Mechanical introduction).

REMOVAL

1. REMOVAL PREPARATION OPERATION

■ Remove:

- the gearbox [Automatic gearbox: Removal - Refitting](#) ,
- the clutch [\(see 20A, Clutch, Clutch: Removal - Refitting\)](#) ,
- the clutch actuator motors [\(see 20A, Clutch, Clutch actuator motor: Removal - Refitting\)](#) ,
- the clutch thrust bearing [\(see 20A, Clutch, Clutch thrust bearing: Removal - Refitting\)](#) .

2. REMOVAL OPERATION



CAUTION

Failure to observe the following procedure could damage the clutch pressure plate assembly.

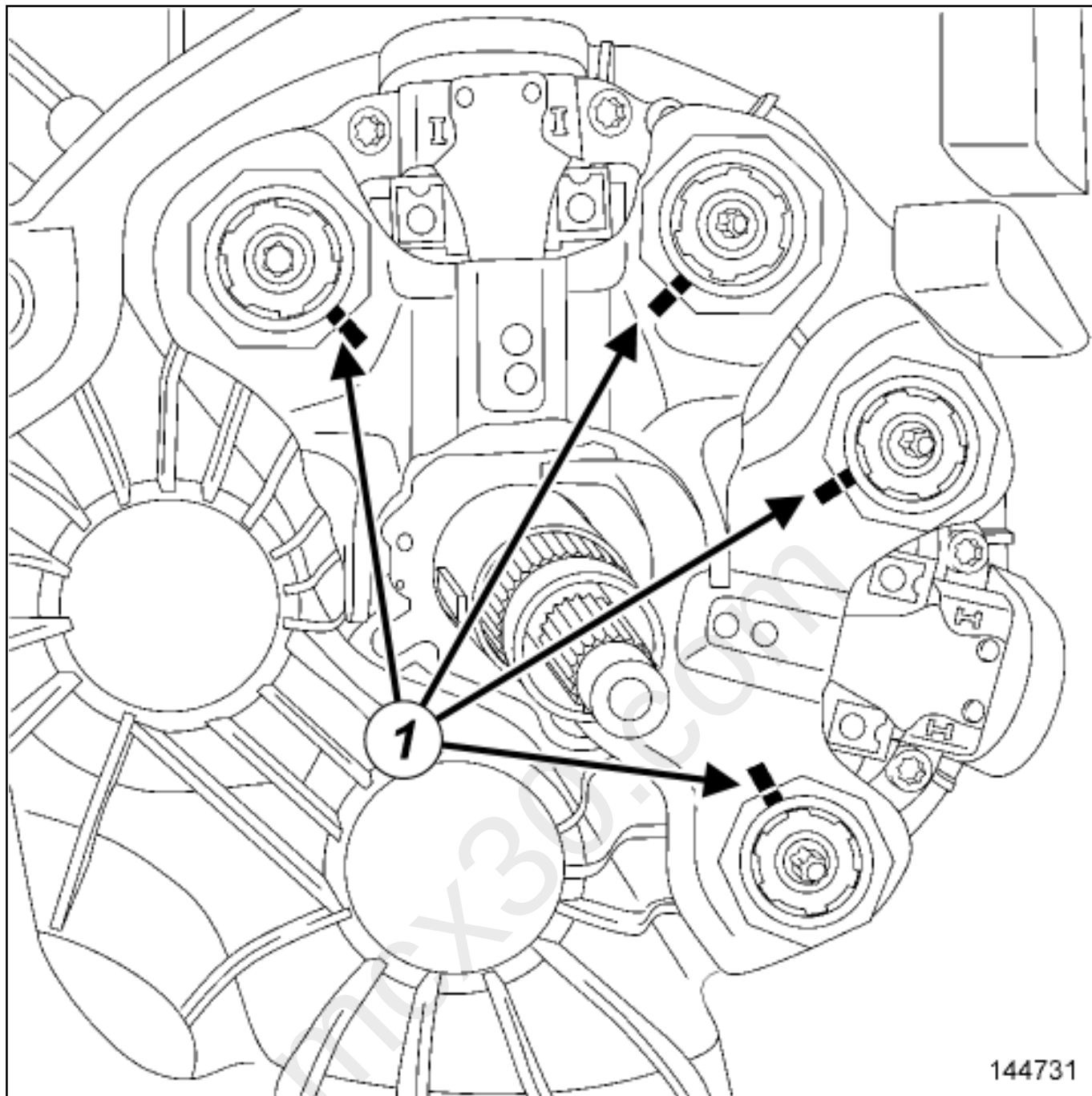
Note:



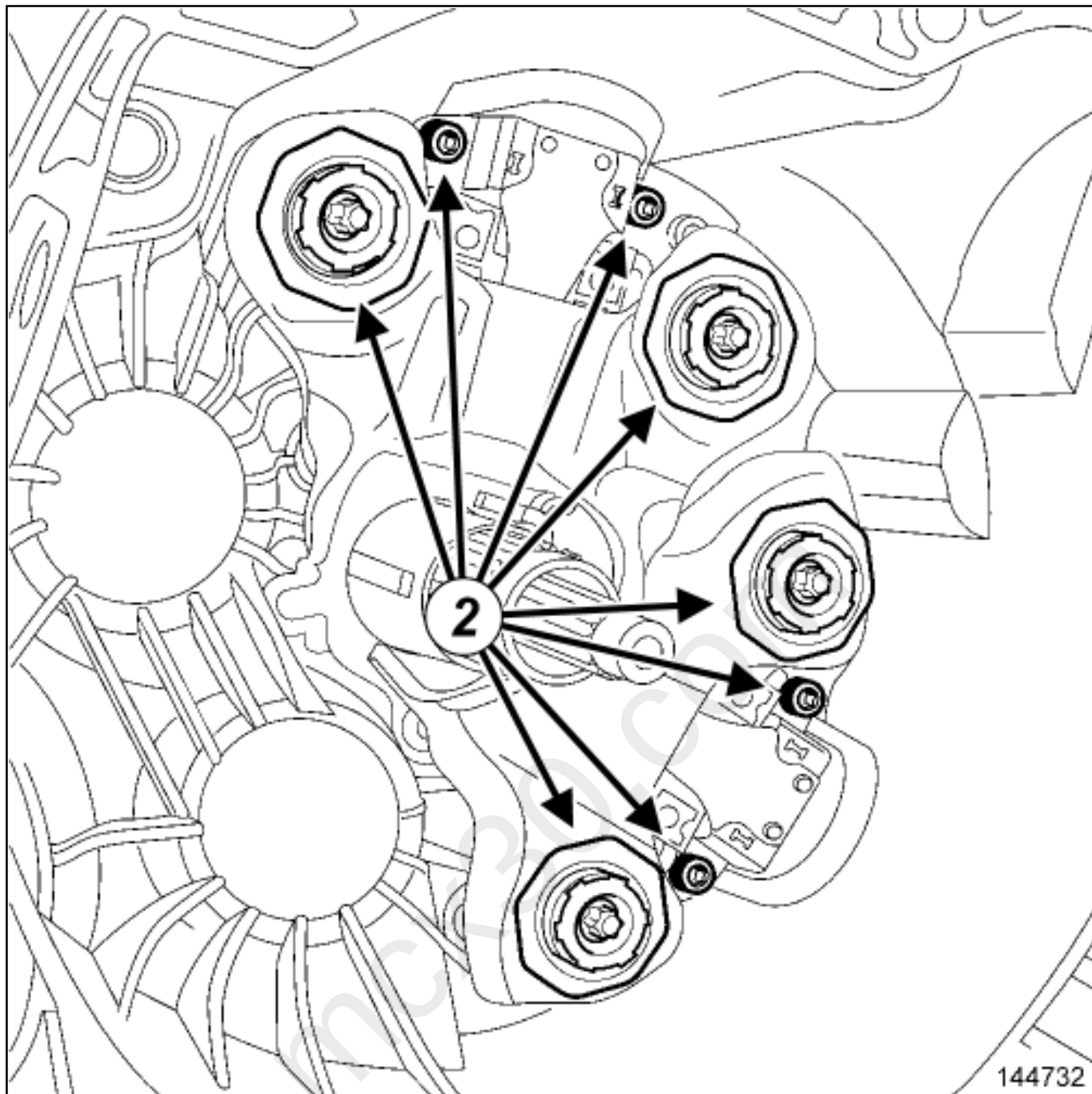
Each fork is secured by four bolts, two of which have a spring.

In order not to swap the bolts with a spring, match each bolt with a spring to its location and with its respective fork.

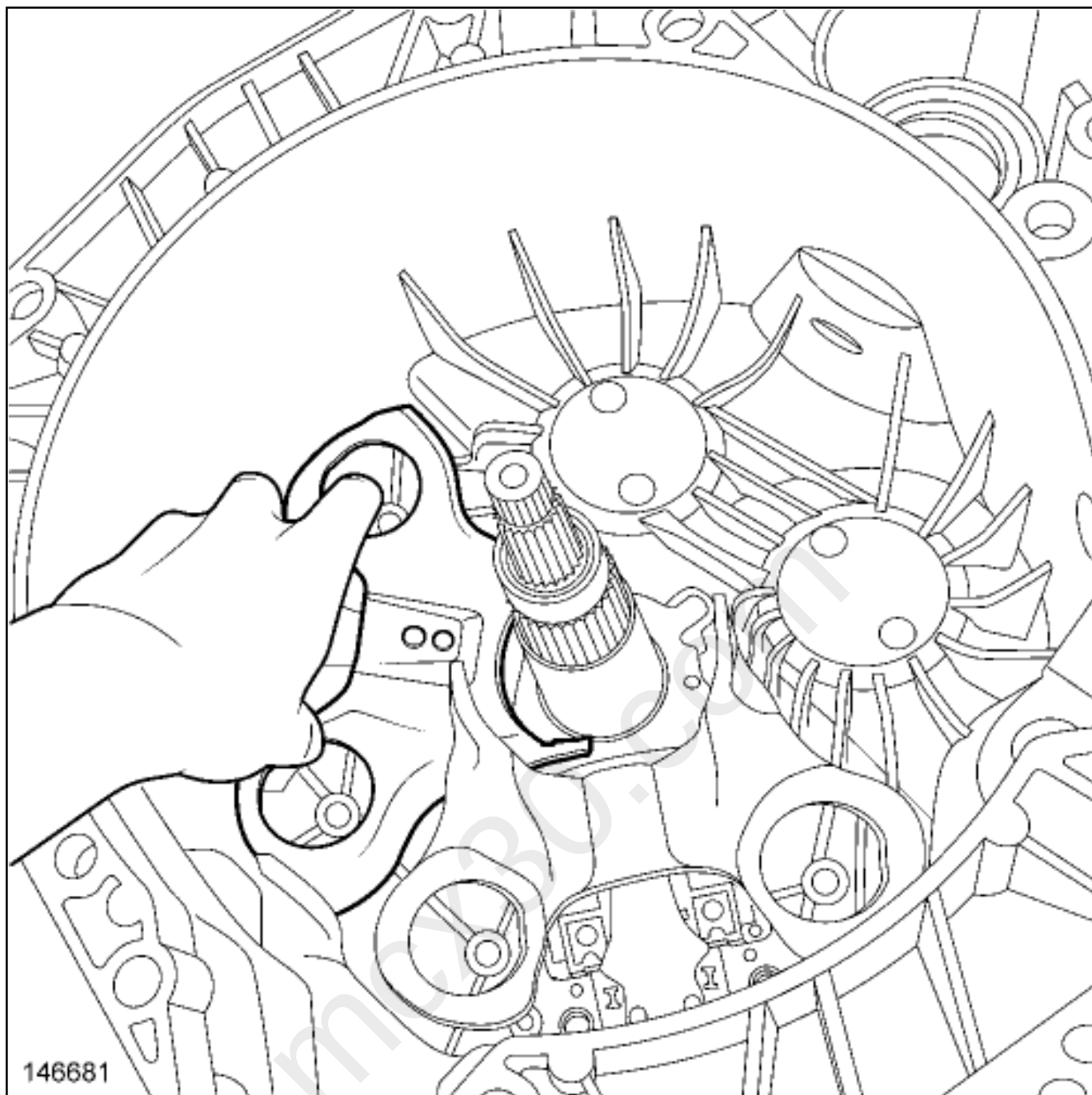
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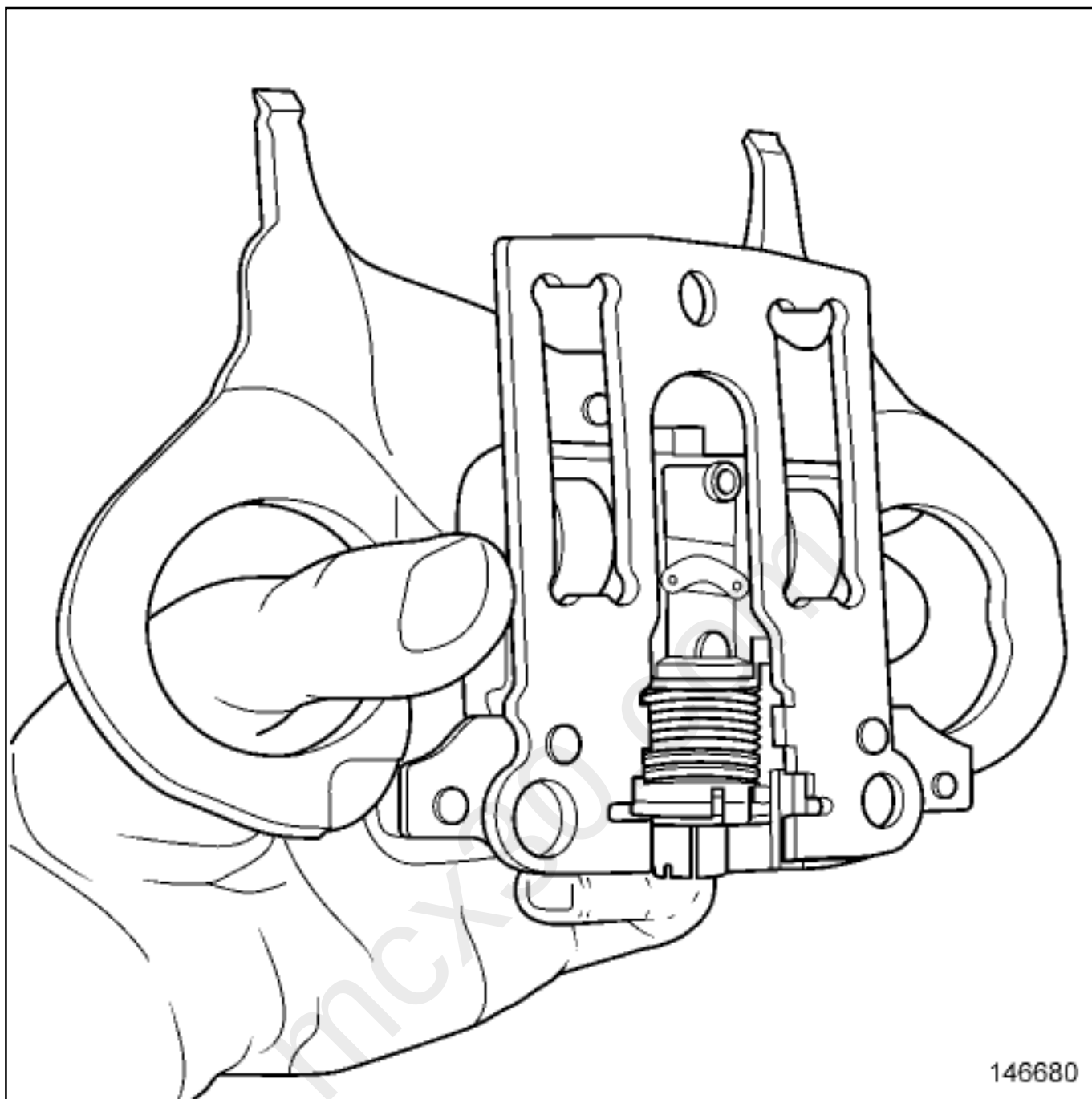


Match the bolts with a spring in relation to the fork before dismantling it(1) .



Remove the bolts(2) from the clutch forks.





Note:



The clutch fork must be handled carefully in order not to damage its leaf spring.

It is imperative to grip the clutch fork by its body.

Remove the clutch forks, gripping them by the body.

REFITTING

1. REFITTING PREPARATION OPERATION



Use surface cleaner [Vehicle: Parts and consumables for the repair](#) to clean the contact faces of:



the clutch forks,



the gearbox casing.



Always replace the clutch clips.



parts always to be replaced:



[Differential output seal](#)



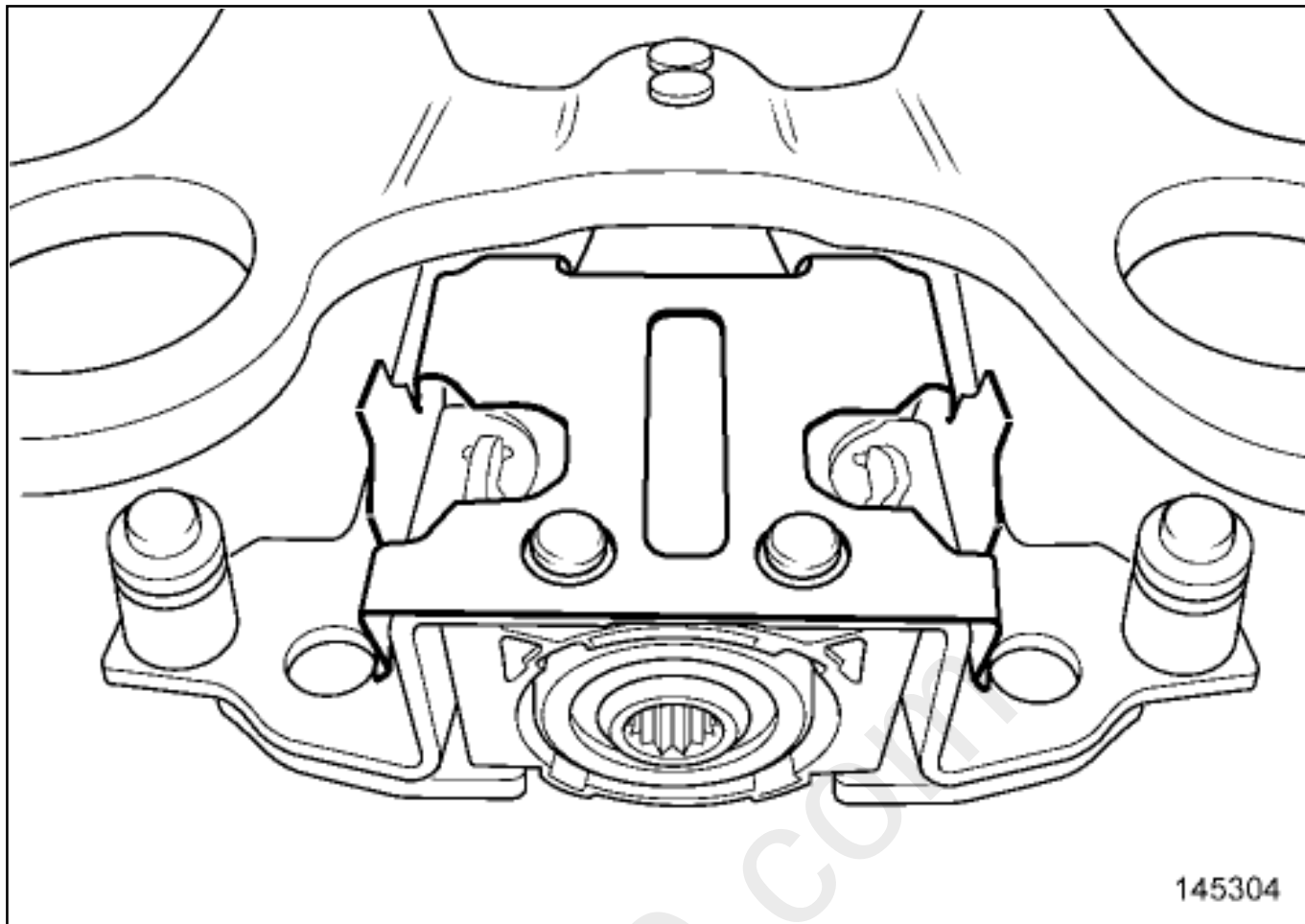
2. REFITTING OPERATION



CAUTION

Failure to observe the following procedure could damage the dual clutch.

1- FITTING THE NEW CLUTCH FORK

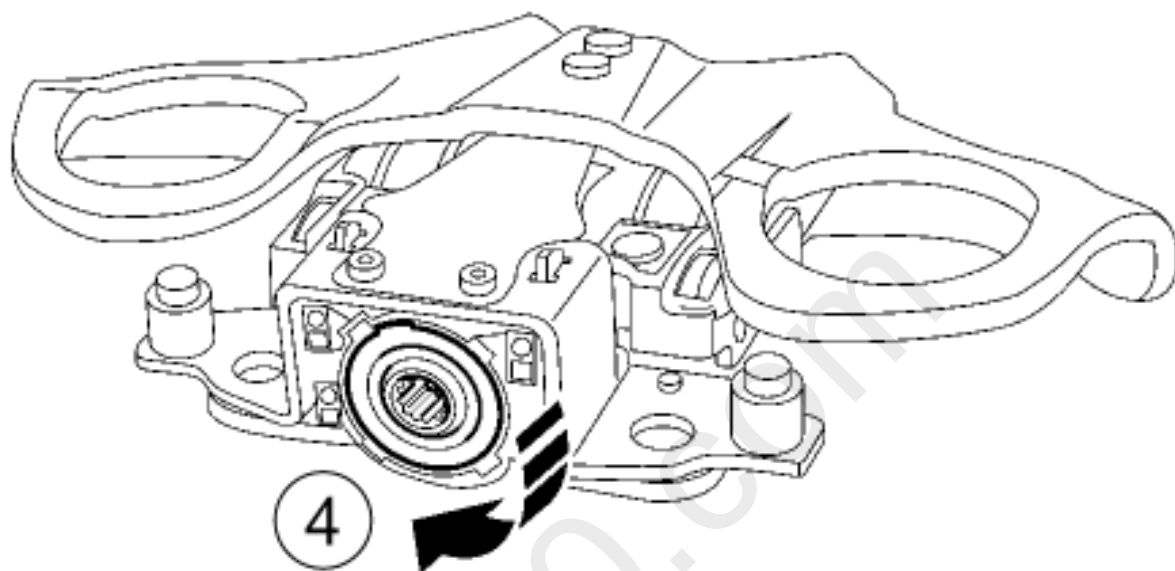


Note:

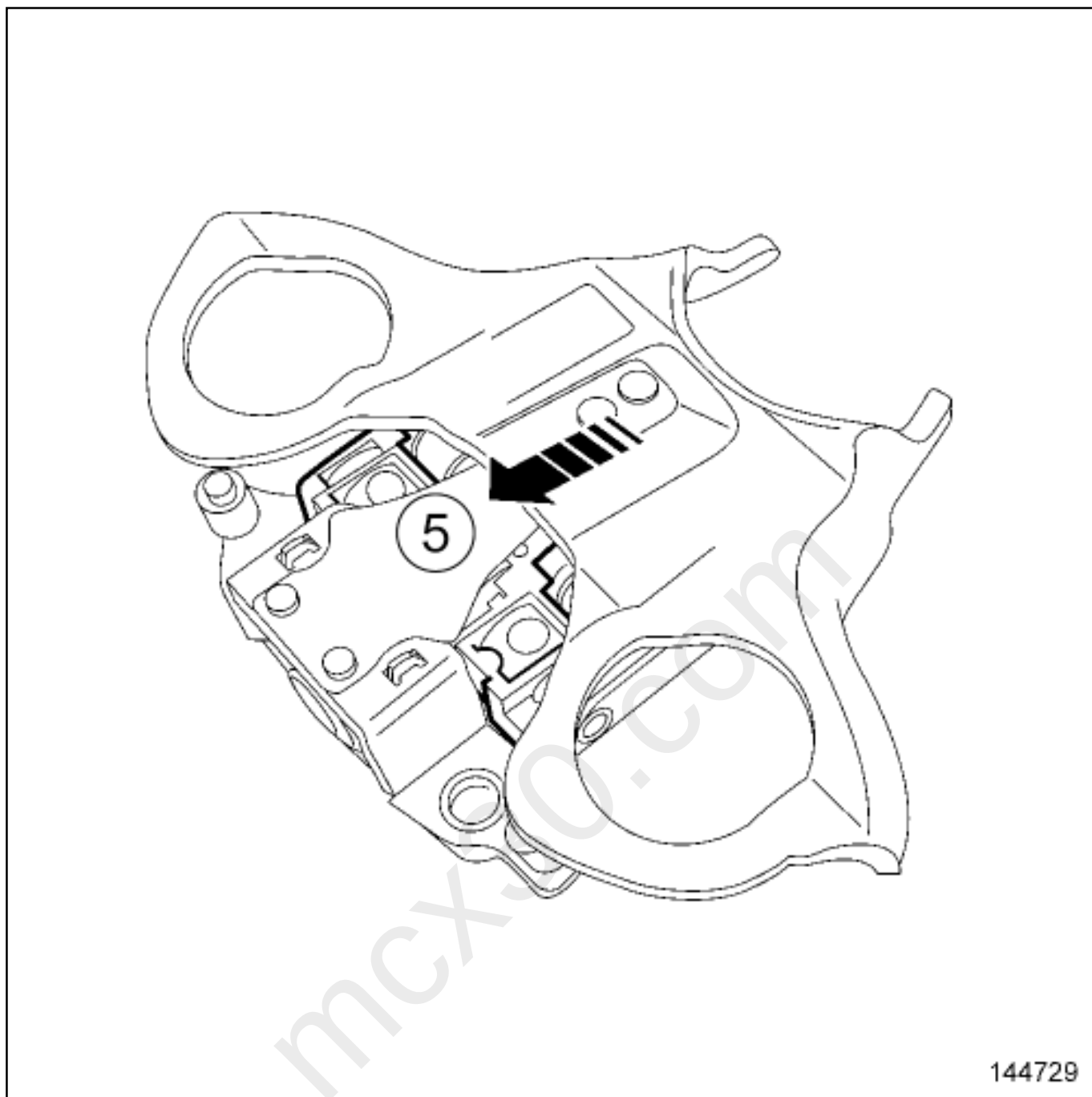


The fork is delivered with a locking tab, which is removed only after the clutch fork has been fitted, positioned, and torque tightened.

2- FITTING THE OLD CLUTCH FORK



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Turn the shaft(4) with your fingers until the plate is against the stop at(5) .

Refit the clutch forks without tightening them.

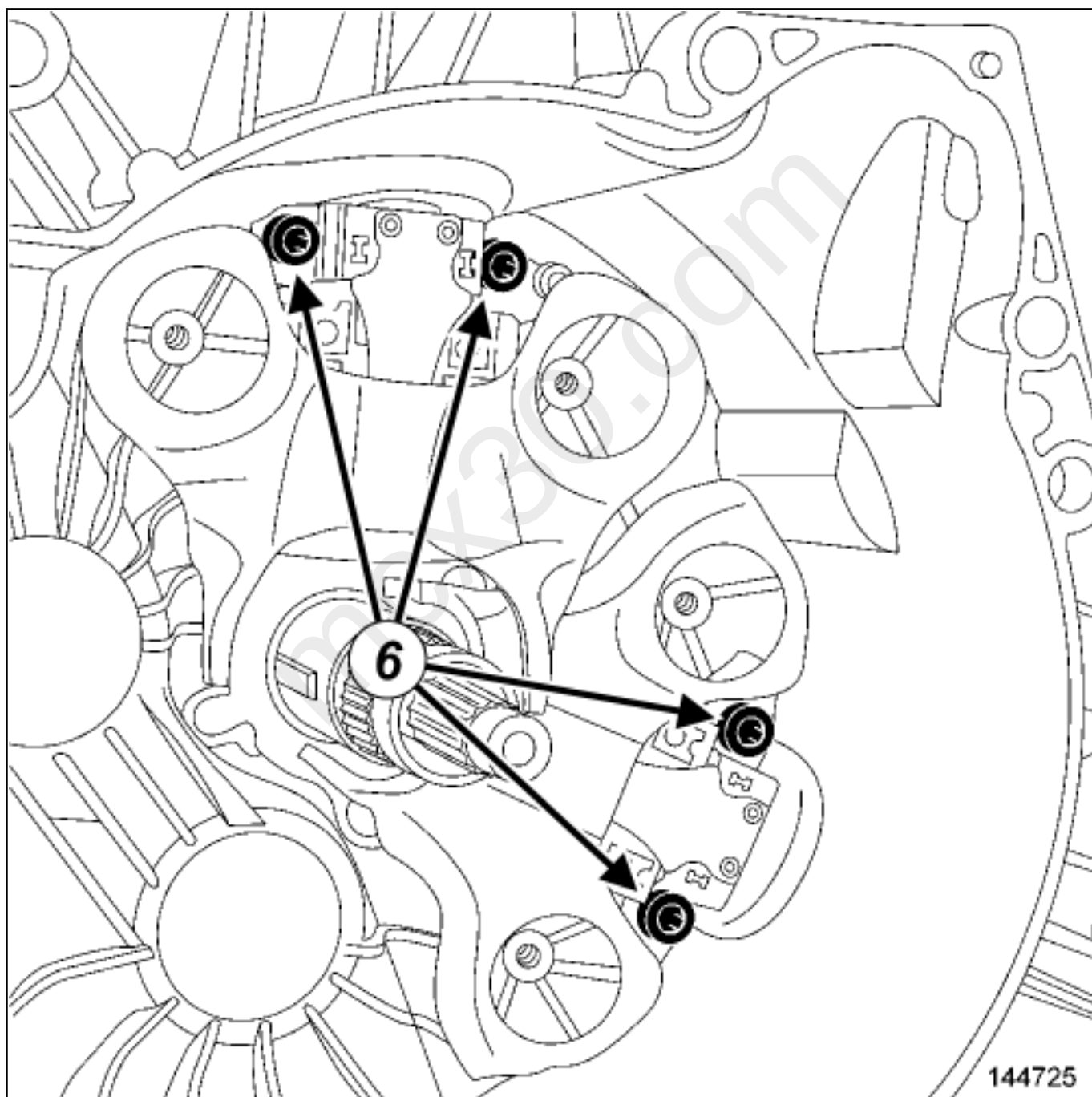
Refit the clutch actuator motors in order to confirm the positioning of the forks(see 20A, Clutch,

Note:



Do not force the clutch actuator motors when refitting them.

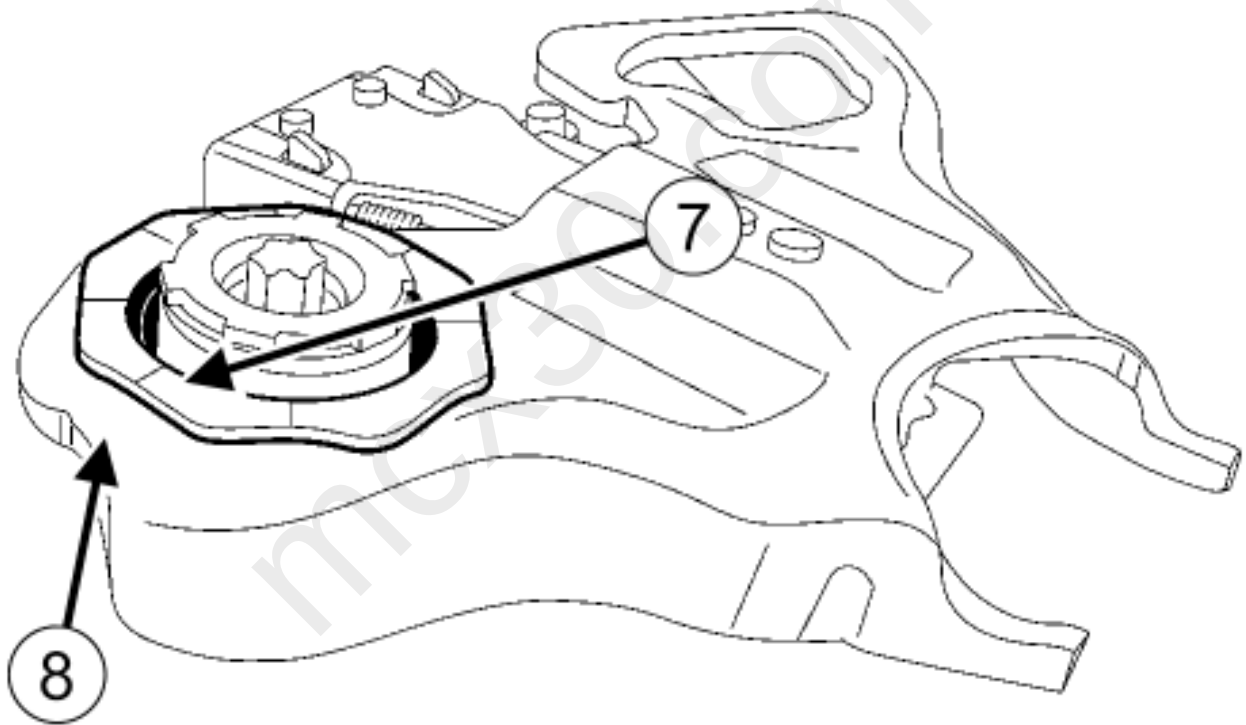
In some cases, it is necessary to turn the motor splines manually in order to engage them with the fork splines.



Refit the clutch fork bolts with no spring(6) .

Torque tighten the clutch fork bolts with no spring19 N.m.

Refit without tightening the clutch fork bolts with a spring.



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Ensure that the clutch fork bolts with a spring are correctly positioned in relation to the clutch fork.