

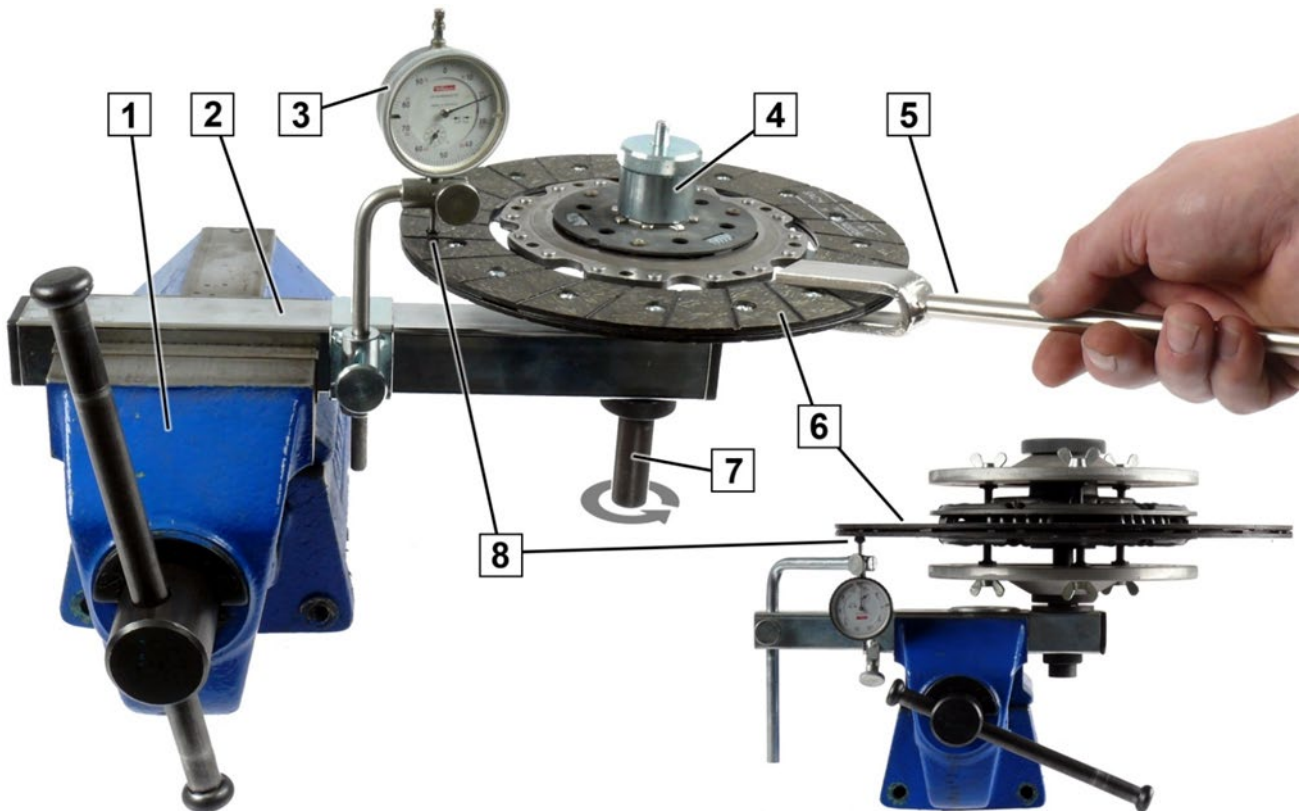


Fig. 1: Lateral run-out tester for passenger cars

Fig. 2: Lateral run-out tester for commercial vehicles



Fig. 3: Lateral run-out ≥ 0.5 mm



Fig. 4: Aligning clutch disc

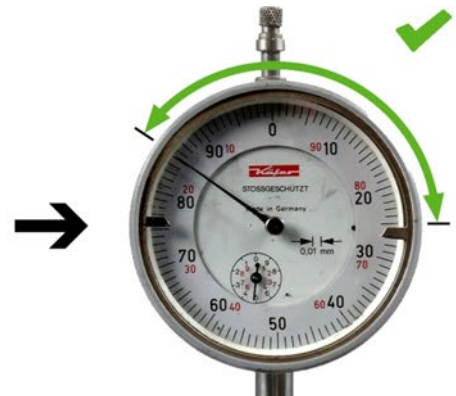


Fig. 5: Lateral run-out ≤ 0.5 mm

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|---|----------------|---|------------------|
| 1 | Vise | 2 | Tester |
| 3 | Dial gage | 4 | Pressure piece |
| 5 | Alignment fork | 6 | Clutch disc |
| 7 | Centering pin | 8 | Measuring insert |



Before installing the clutch disc, check its lateral run-out (max. 0.5 mm).

Handle the clutch disc with clean hands only.

Do **not** rotate the clutch disc directly on the clutch lining → distorts the measurement values.



Check lateral run-out and align the clutch disc

1. Clamp the tester (2) into the vise (1).
2. Mount the centering pin (7) without clearance on the clutch disc (6).
3. Screw the pressure piece (4) onto the centering pin (7).
4. Assemble installed parts (4, 7, 6) on the tester (2).
5. Position the dial gage (3) at the outer edge of the clutch lining è Fig. 1, 2.
6. Preload the dial gage (3) (min. 1.5 mm).
7. Rotate the clutch disc on the centering pin (7) 360° while reading the dial gage (3).

- ➔ Lateral run-out **> 0.5 mm** (Fig. 3): Align clutch disc (Fig. 4) and repeat measurement process.
- ➔ Lateral run-out **≤ 0.5 mm** (Fig. 5): Install clutch disc in the vehicle.



All clutch discs are tested for lateral run-out and free travel in the production plant.

Possible causes of excessive lateral run-out

- Transport damage (most often recognizable by damage to the clutch lining)
- Sagging of the transmission during assembly or disassembly
 - ➔ Clutch disc is deformed (weight / lever effect)



Due to the design, not all clutch discs with angular alignment can be tested with the lateral run-out tester. The free travel of these clutch discs can only be tested on a special test bench.



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