

6.1 Repair guidelines

These guidelines apply to:

7-speed double clutch gearbox OAM used on models from Audi, Seat, Skoda and Volkswagen

Pre-fitted with:

LuK RepSet® 2CT, ref.: 602 0001 00, 602 0002 00

Using:

LuK special tool, ref.: 400 0240 10

Important notes:

- Only assign trained and skilled personnel and use appropriate garage equipment to perform DCT repairs.
- Due to the vehicle manufacturer's continuous efforts to refine volume production components, repair procedures (e.g. set values) and special tools to be used are subject to change.
- Ensure to use the most current repair instructions and appropriate special tools prior to repair.

Up-to-date information and instructions can be found at:

www.schaeffler-aftermarket.com or

WWW.REPERT.COM

- If transmission oil leaks during repair, drain the oil completely. Refill transmission with 1.7 l of oil specified by vehicle manufacturer. If oil leaks from the mechatronic unit, it must not be refilled or replaced. In this case the entire mechatronic unit must be replaced according to the specifications of the manufacturer.
- **When replacing the clutch, it is strongly recommended to perform a functional check of the dual mass flywheel and replace it if necessary. Pay particular attention to the teeth and clamp ring. Refer to chapter 2.2 to find further information on DMF technology.**
- Similar to the repair of a conventional clutch, also check the pilot bearing's condition when replacing the double clutch and change it, if necessary.
- After assembly of the clutch and transmission, use an appropriate diagnostic system to configure the system's basic settings.
- As a rule, the complete LuK RepSet® 2CT assembly must be installed. Do not mix used and new parts.

- Clean oily and/or dirty transmission components prior to installing new parts. Pay attention to cleanliness throughout the entire repair process.

- Do not grease or oil any components of the engagement and clutch systems.

Caution:

Under no circumstances drop the clutch. Always avoid heavy impacts and shocks, which can damage the self-adjusting function!

6.2 Repair procedure summary

- Remove gearbox
- Remove clutch from transmission input shaft (hollow shaft)
- Remove used engagement system components
- Install new engagement system components
- Determine correct engagement bearing position by means of adjusting shims
- Press new clutch on hollow shaft
- Measure freeplay of clutch discs
- Install gearbox
- Configure basic system settings using appropriate diagnostic equipment