

Chassis number classification on Mercedes-Benz Sprinter

Manufacturer:
Mercedes-Benz

Model: Sprinter BM 90#.6##

Chass.-No.: → R 636764
R 636765 →
A 901274 →

LuK AS Part No.: 415 0239 10 (OM611)
415 0243 10 (OM612)

OE-No.: 611 030 2005
612 030 0705
612 030 1005

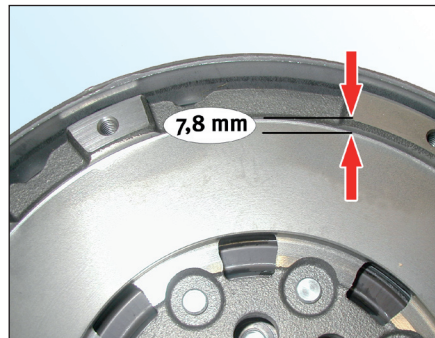


Fig. 1: 415 0148 10 / 415 0151 10
(old DMF version)

Original DMF

⚠ No longer available!

The measurement from the clutch bolting surface (fig. 1, upper arrow) to the friction surface (fig. 1, lower arrow) is 7.8 mm.

In conjunction with the "old" DMF, only the following RepSets may be used:

- 624 3148 09
- 624 3148 33

It is therefore imperative to check which DMF version is installed prior to replacing the clutch. A definite application of the correct clutch according to model year is not possible as vehicles (MY → 03/2004) with a high mileage may have already been retrofitted with the new DMF.

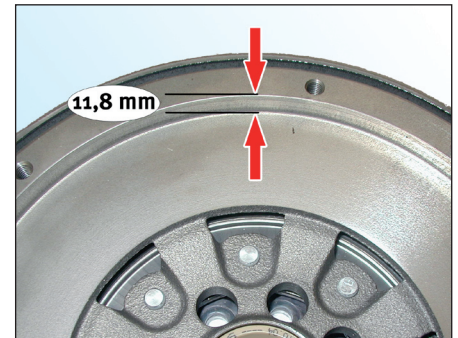


Fig. 2: 415 0239 10 / 415 0243 10
(new DMF version)

Modified DMF

The measurement from the clutch bolting surface (fig. 2, upper arrow) to the friction surface (fig. 2, lower arrow) is 11.8 mm.

In conjunction with the "new" DMF, only the following RepSets may be used:

- 624 3182 09
- 624 3182 33

Retrofitting the vehicles (MY → 03/ 2004) with the new clutch version is possible if the new DMF (model dependant) is fitted at the same time.

The concentric slave cylinders 510 0035 10 or 510 0034 10 may still be used and are not effected by this change.

Appropriate spare parts can be found in our on-line catalogue at www.Schaeffler-Aftermarket.com or at www.RepXpert.com.

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Technical subject to change
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With further technical advances, the Mercedes-Benz Sprinter has been fitted with a new, heat-optimised clutch since March 2004. Due to the geometric differences between it and the 'old' clutch, a few important points must be noted.

⚠ The old clutch may **not** be used with the new DMF 415 0239 10 / 415 0243 10.

If the new DMF were to be combined with the old clutch, the first time the clutch was pressed, the self adjusting clutch would completely deadjust. With the clutch in this condition, the clutch would slip under load.

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