



Technical Bulletin

Clutch Set

Vehicle Type

All Clutches

Best Practices - Grease application while Clutch Fitment

When fitting a clutch to a vehicle there are three main things to consider when applying grease that are often overlooked:

- Ensure the correct **TYPE** of grease is used
- Ensure the correct **AMOUNT** of grease is used
- Ensure the correct **COMPONENTS** are lubricated with grease

Although these three points sound simple enough to follow, the biggest cause of clutch warranty problems at Valeo Service is contaminated clutch components due to one or more of these not being respected.

Failure to do so will cause the clutch to fail with the vehicle's driver experiencing clutch slip, judder or vibration through the clutch pedal.

Ensure the correct type of grease is used

Due to the gearbox's location and environment, it is of vital importance to use the correct type of grease. To combat the temperatures inside the gearbox, the grease that should be used should be **high pressure, high temperature** grease that will maintain its consistency during operation. **Valeo highly recommend that a copper based grease, like copper slip, should not be used as it has a low viscosity and low melting temperatures.**

Ensure the correct amount of grease is used

The key message here is that the components require **lubrication**. Very often, clutches returned show an excessive amount of grease has been applied. A thin coating to lubricate components is all that's needed and over greasing will create lots of problems like slipping, juddering in the vehicle level

Ensure the correct components are lubricated with grease

Valeo highly recommend that grease is not applied directly on to the friction plate hub. It has been witnessed on many occasions, grease being applied on to the hub with a a finger and applied directly on to the friction plate's splines. Then, once the gearbox input shaft has been located and pushed through the splines on the friction plate, all

the grease is pushed to the end of the hub. Then, when the clutch is operating, the centrifugal force spreads the grease out across the friction plate contaminating it.

Valeo advise using a thin brush to lightly coat the splines of the gearbox input shaft to lubricate it. The only exception to this is when the friction plate is nickel plated and requires no lubrication at all.

Finally, lubricate the mechanical parts in the gearbox and release mechanism that have pivot points and may wear.

Again, only a light lubrication is required.