

Previous Technical Bulletins

CL 035 Avoiding Clutch Grease Contamination Vehicles: All Models

The Valeo Service warranty department receives a number of returned clutches with issues of juddering or slipping of the clutch. After inspecting the returned parts, there is clear evidence of incorrect, too much or incorrectly applied grease which has radiated from the drive plate hub caused by centrifugal force and has coated the friction surface.

Once the grease has come into contact with the friction surface, the coefficient of friction of the drive plate is reduced so it can no longer transmit all of the engine torque resulting in the effect of juddering or slipping.

DO NOT APPLY GREASE DIRECTLY TO THE SPLINES ON THE DRIVE PLATE HUB.

If this is performed the grease will be pushed out from the splines during fitment to the input shaft and will accumulate on the outside of the hub.

Please note it is not necessary to apply grease to the splines if the clutch disc is fitted with a Nickel-coated hub and ensure to never grease clutch discs with "permanently lubricated" hubs. If it is necessary to apply grease during clutch fitment, coat the gearbox input shaft with the correct grease then wipe off the excess grease leaving only a thin film. If too much grease is applied when the input shaft is rotating at engine speed, it will force the grease outwards onto the clutch drive plate and pressure plate causing juddering or slipping.

