

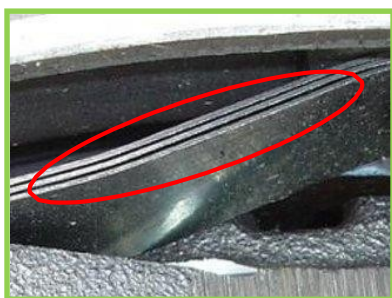
Top 3 installation errors to avoid on kits 826729 and 826712

Grease contamination

The Valeo Service warranty department receive 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 from centrifugal force and 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. Always check the condition of the gearbox and the engine to prevent oil and other contaminants leaking into the gearbox.



Use the grease applied in the kit sparingly



**Figure 1, separated drive strap*

Fitment of clutch to the flywheel

The clutches 826729 and 826712 fit to the same vehicle but the choice is dependent on the flywheel technology. 826729 is only suitable for the LUK design flywheel. 826712 is only suitable for the Sachs design flywheel. Ensure the clutch is fitted to the correct flywheel and to the correct torque (check vehicle manufacturer guideline). Over torque can result in separated drive straps. A separation on the drive strap (see figure 1) will result in reduced pressure plate lift in this area of the cover, which may result in gear selection difficulties.

Incorrect preload to the release mechanism

The Valeo Service warranty department receive a number of returned clutches with issues of juddering or slipping of the clutch. After inspecting the returned parts, there is clear evidence of premature wear to the diaphragm fingers. This is a result of incorrect preload (the release mechanism being incorrectly set) to the release mechanism of the vehicle. This can be attributed to a number of commonly worn parts fitted to the vehicle including the clutch ball pin and clutch release lever (figure 3), the gear synchro hubs (in particular the third and fourth) and both gear wheels.

**Failure to check and replace where necessary will result in difficult gear change or vehicle judder and/or vibration.*



**Figure 2, clutch ball pin, guide tube and release arm*