



Service Info



How to grease clutch hubs

Proper use of lubricants

The clutch uses the clutch disc to transfer the engine torque to the transmission. The coefficient of friction is one of the most important properties here. Even extremely small quantities of grease or oil on the surfaces of the clutch lining, flywheel or pressure plate have an adverse effect on force transmission.

The coefficient of friction can be impaired by engine and/or transmission leaks, but also through improper handling of lubricants.

The clutch area today uses mainly a combination of materials which require no additional lubrication throughout their service life. One exception is the point where the clutch disc hub is connected to the transmission input shaft. When a clutch replacement becomes necessary, in most cases a special grease must be applied here. In so doing, the basic principle to follow is "less is more".

The lubricant should always be selected in compliance with the specifications of vehicle manufacturer. If no information is provided, the shaft/hub connection can be greased with a small quantity of heat-resistant, aging-resistant, high performance grease with MoS₂ (e.g. Castrol Olistra Longtime 2 or 3).

Note:

Nickelled hub splines (characterised by their low-gloss silver coloured surface) must not be greased.

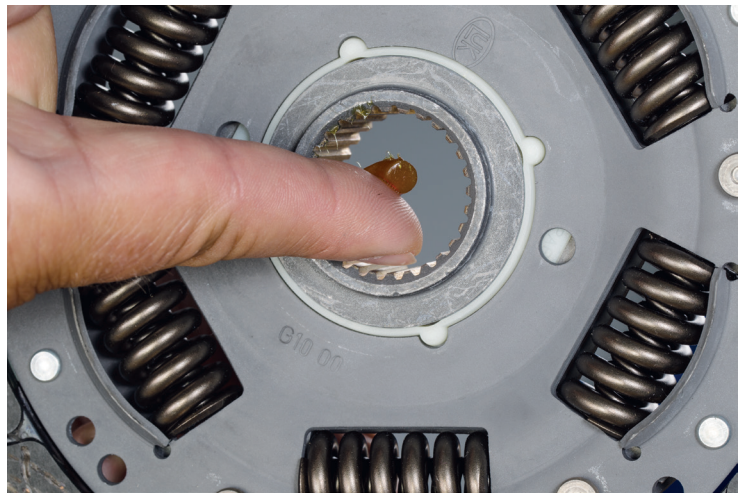


Figure 1: Greasing the hub splines

It is recommended to grease the shaft/hub connection in the following steps:

- Apply the equivalent of one drop of grease (Figure 1) evenly to the hub splines of the clutch disc and to the spines of the transmission input shaft
- Slide the clutch disc onto the transmission input shaft, moving it back and forth along the full length of the splines repeatedly. Remove and rotate the disc, and slide it back into place again as above in two other angular orientations
- Remove excess grease from outside of the splines

