



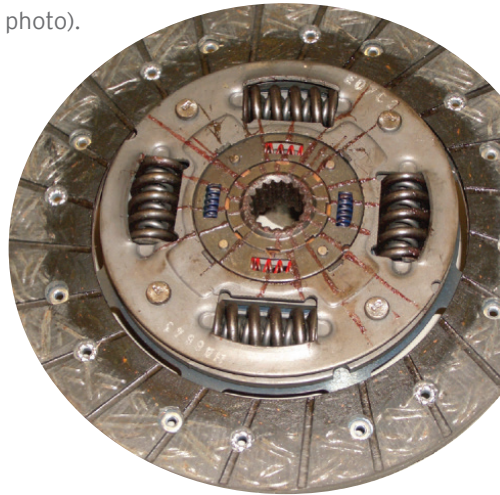
## All Vehicles

CLTB 0021

### The Use of Clutch Assembly Grease

**Concerns;** Borg&Beck are receiving warranties for various faults caused by the use of excess clutch grease and/or the use of an incorrect grease type (eg;copper based and LM grease's) during clutch installation. One example of the problems we have seen is the use of excessive amounts of spline grease, centrifuging outwards onto the driven plate facings, contaminating them causing judder or slip. (See photo).

This excess/incorrect grease can also find its way into the central damping/pre damper and friction/hysteresis washers again affecting the driven plate's characteristics for, absorption of drive-line noise and vibration. This eventually result's in the centre parts becoming loose which could result in excess movement and ultimate failure/disintegration.



#### The Correct Application Of Clutch Assembly Grease Is As Follows;

Firstly use the correct grease which should be of a high quality HMP type or as supplied in a sachet within all our clutch kits. Then just apply a small smear of grease to the driven plate spline. Then slide the driven plate backwards and forwards on the gearbox main shaft spline, then remove, wiping any excess grease from either side of the drive plate spline and from the gearbox shaft. (You should hardly be able to see any grease).

The release bearing guide tube should be greased with a fine film and all the various pivot/bearing points of the release system. (Pilot bearings should be inspected and greased if applicable).



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