



Service Info

Clutch hub coatings

Lubricants are not always necessary

Clutch hubs can have different types of coatings. For this reason, when working on the clutch the following points must be observed:

- Nickelled hub splines (Fig. 1), characterised by their matte silver coloured surface, must not be greased
- Phosphated hubs (Fig. 2), characterised by their dark, matte surface, must be greased. Failure to follow this recommendation can cause separation and/or judder problems

The lubricant should be selected primarily according to the manufacturer's specifications. If no information is provided, a heat-resistant, aging-resistant, high performance grease with MoS₂ (e.g. Castrol Olista Longtime 2 or 3) can be used. Copper paste is not suitable!

It is recommended to grease the transmission input shaft and the hub in the following steps:

1. Apply grease to the hub of the clutch disc and spline of the transmission input shaft
2. Slide the clutch disc onto the transmission input shaft in three different angular positions and then remove it
3. Remove excess lubricant from the hub and the shaft



Fig. 1: Nickelled hubs must not be greased



Fig. 2: Phosphated hubs must be greased

Please observe the vehicle manufacturer specifications!

You want more? We can help!

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