





# **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 MoS<sub>2</sub> (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:

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



Fig. 1: Nickelled hubs must not be greased

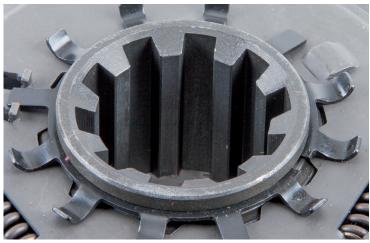


Fig. 2: Phosphated hubs must be greased

#### Please observe the vehicle manufacturer specifications!

### You want more? We can help!

Phone: +44 (0) 1432 264 264\*
Fax: +44 (0) 1432 375 760
hfd-info@schaeffler.com
www.schaeffler-aftermarket.co.uk
\* Calls from within the UK 08457 001100







