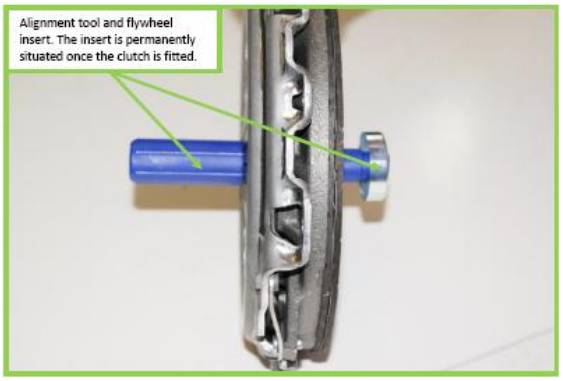
CL 033 Clutch Centring Tool

Vehicles: All Models

Valeo Service Technical department receive a number of calls regarding the components supplied with clutch kits: 801107, 801291, 801985, 821071, 821074, 821075, 821177, 821184, 826553, 826554, and 826558.
Contained in these clutch kits is the clutch cover plate, clutch friction plate, release bearing and clutch plate alignment tools.
The alignment tools supplied are the centring rod and a metal flywheel insert. The metal insert is a support and is designed to be placed in the centre of the flywheel. The centring rod is then aligned through the clutch cover and friction plate and locates into the metal insert in the flywheel. The insert is not designed to be removed once the clutch is fitted and will not affect the performance and lifetime of the clutch.



IG 002 Replacing Ignition Coil 245104

Vehicles: Various

245104 is an OE part designed and fitted to ensure optimum reliability and performance. The Valeo OE part will have either a green or brown cap at the top of the coil. If the coil does not have a green or brown cap, it is likely that it is not an OE part and we would not recommend interchanging as this may cause poor running and loss of performance.

Valeo recommend the following components on the high tension (HT) circuit are replaced to ensure maximum reliability and efficiency of the vehicle. HT leads, spark plugs and if single coil is being replaced the remaining coils should also be replaced.

Based on the location and fitment of 245104, the coil performs in a hostile environment due to engine heat and the power required to ignite a spark at the spark plug. If a spark plug or ignition coil is worn or damaged, a higher current is needed to produce a spark which will lead to a higher load being placed on the ignition coil and a breakdown in the transformer. This will cause a premature failure. As there is one coil per cylinder, they all need to be working at the same level otherwise extra strain will be placed on a weaker coil(s) also leading to premature failure.

AC 010 A/C Loop Flush After Compressor Failure

Vehicles: All Models

The A/C system must be thoroughly flushed in the event of a compressor failure to prevent particles remaining inside the A/C loop. Rapid catastrophic failure of the new compressor will occur if a flush of the system is not carried out. Removing and cleaning individual components from the system will not be sufficient. Only flushing the system using appropriate equipment (available as an option for Valeo ClimFill unit, P/N 699955) which has been connected into the A/C loop will sufficiently eradicate damaging particles. A clean A/C system is paramount for the system to remain functioning correctly and efficiently. Below is an example of damage to a compressor which suffered a premature failure due to particles inside the A/C system.


Particles found in casing


Damaged piston rings

Damage to scroll plate


Additional piston damage


Damage to piston crown

Flushing the system is regarded as one of the most important steps during A/C system repair. A compressor failure should not be the only reason to prompt a flush of the A/C system. Contaminates such as abrasive metal particles, elastomer and silicone particles from the filter dryer, humidity retention and contaminated refrigerant oil are all damaging to the system.