

Clutch contamination caused by copper based grease

Part Number: All Clutch

Vehicle: All applications

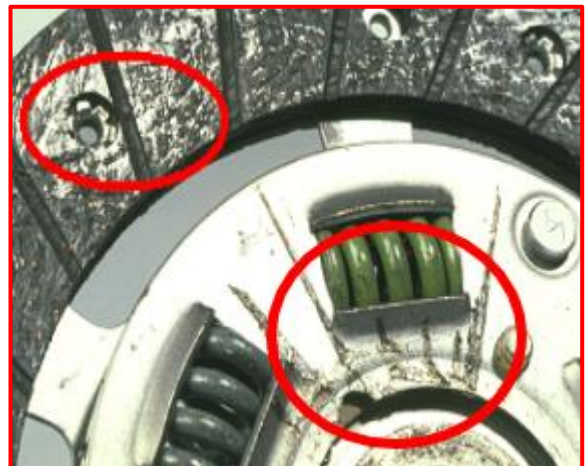
Subject: Use of Copper grease

The number one cause of clutch failure seen by the Valeo Service UK Warranty Department is grease contamination. Excessive grease and the incorrect type of grease is the underlying cause of the failure due to contamination of the clutch friction material.

The below image shows evidence seen on a clutch disc which is attributable to the reported failure mode:

Excessive quantity of the incorrect type of grease applied to the clutch or gearbox spline, in this case copper grease, which has radiated out from the centre onto the friction material resulting in the clutch slipping and juddering.

Copper grease is specifically formulated as an anti-seize compound manufactured by combining fine copper spherical shaped particles and high grade corrosion and oxidation inhibitors. Such is its make up, copper grease is actually an anti-seize agent opposed to a lubricant. The main uses of copper grease within the automotive industry are wheel nuts, studs and flanges, exhaust brackets and assembly flanges, spark plug threads and battery terminals, items which all require an anti seize agent.



Although other types of grease are available, Valeo supplies a sachet of grease which has been specially formulated within the clutch kits – you should ONLY use the grease provided to sparingly lubricate the release bearing guide, fork bearings and primary shaft pilot bearing or bushing. Copper-based grease is unsuitable due to its low viscosity and melting temperatures and should NEVER be used.

Watch our Webinar ‘Valeo Clutch - Avoiding Grease Contamination’ by visiting our dedicated technical portal at www.valeoservice.co.uk/enuk/techassist

