



Fig. 1: Worn guide tube



Fig. 2: Grease pad and tube of SACHS High Performance Grease

The releaser moves jerkily on a worn guide tube (Fig. 1) or gets stuck. That is why a worn guide tube should **always** be replaced.

Make sure that the releaser can slide freely on the guide tube.

The guide tube is made of metal. The releaser sliding sleeve slides on the guide tube. The sliding sleeve is made either of metal or plastic.

NOTICE

Follow the greasing instructions for the components to prevent premature wear of guide tube and releaser sliding sleeve and / or malfunction of the clutch.

Same material pairing (guide tube and releaser sliding sleeve made of metal):

→ Lightly grease both parts with SACHS High Performance Grease.

Different material pairing (metal / plastic):

→ Do not grease!

Guide tube material	Releaser sliding sleeve material	SACHS High Performance Grease
Metal	Metal	✓
Metal	Plastic *	✗

* Exception: Do not remove the grease layer from releaser sliding sleeves that have been pre-greased at the factory.

All SACHS clutch kits come with a grease pad and special high performance grease. The amount is sufficient for greasing the hub splines once, and also for greasing the guide tube, if necessary.

SACHS High Performance Grease, 1 g grease pad (item no. 4200 080 060)

SACHS High Performance Grease, 80 g tube (item no. 4200 080 050)



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