



SERVICE & REPAIR MULTI-PLATE CLUTCH ALL-WHEEL DRIVE

HYDRAULIC FILTER, PARTS SETS | 17301
FEEDER PUMP MULTI-PLATE CLUTCH | 17303

The multi-plate clutch is used by various vehicle manufacturers and models with all-wheel drive to also direct the drive force to the normally non-driven axle if required.

Due to the electronic control, a multi-plate based all-wheel drive is compatible with driving assistance systems such as ABS or ESP and also

offers the advantage of being significantly more energy-efficient than permanent all-wheel drive and is therefore particularly recommended in compact and mid-range vehicles.

The multi-plate clutch, which runs in an oil bath, generates abrasion. This abrasion is absorbed by the oil, but ensures that the clutch must be

serviced at regular intervals (e.g. at VW every 3 years or after 30,000 km). If the oil and filter change is not carried out or is delayed, the contamination can cause functional problems or even damage the feeder pump.



SYMPTOMS

- All-wheel drive does not engage
- EPC warning light is on
- Oil loss / leakage



REASONS FOR FAILURE

- Oil change interval due
- Feeder pump defective / dirty
- Corrosion of pump housing (leaking)
- Oil change not carried out



RECOMMENDED BY AN EXPERT

- Change the oil in the clutch
- Replace oil pump of multi-plate clutch



INSTALLATION TIP!

VAICO recommends removing the feeder pump at every oil change in order to replace the oil strainer installed in front of the pump. Corresponding kits are available under V10-7329 (Gen 1-3), V10-6982 (Gen 4) and V10-6662 (Gen 5). Particularly recommended from generation 5 onwards, where a spin-on filter is no longer installed.



PARTS AND REPAIR KIT, OIL CHANGE MULTI-PLATE CLUTCH ALL-WHEEL DRIVE FROM VAICO

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