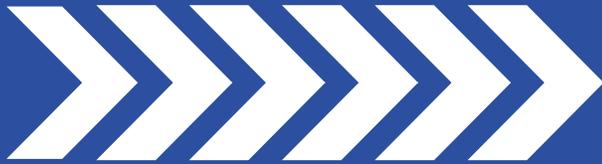


E-Z RIDER®

Heavy Duty Clutches
Made in the U.S.A.



Technical Hot Sheet

CLUTCH ACCESSORY 101



*What to replace with
every clutch install*

For Immediate Assistance

1-800-325-6138

24/7 TECHNICAL SUPPORT

CLUTCH ACCESSORY 101

Release Yoke

Worn fingers will cause sleeve bushing wear and adjustment problems.

Cross Shaft Bushing

Worn cross shaft bushings allows sideways thrust on release bearing causing wear on sleeve bushing and premature wear on release bearing.

Input Shaft

Roughness in bushing area will lead to sleeve bushing failure and can cause bushing to pull out of sleeve.

Fiber Spacer

Designed to make up for material loss during normal clutch wear and flywheel resurfacing.

Clutch Brake

A clutch brake is used on non-synchronized transmissions to slow or stop the input shaft when the clutch pedal is depressed. It is designed to work at engine idle with the truck stopped. The clutch brake should be replaced at every clutch installation.

Replacement Basics

There are many other components that can affect the performance and longevity of the clutch. Most of the components are low cost in comparison to the clutch. We recommend replacing them with every clutch.

Real World Scenario

With most replacement clutches, only the clutch brake and pilot bearing are replaced. Technicians do this because:

1. It was how they were trained.
2. The parts are inexpensive.
3. They are easy to replace with the transmission already out.
4. If they fail all the work will have to be redone.

So why not replace the other parts as well?

CLUTCH ACCESSORY 101

Transmission Bearing Retainer

Measured input shaft length should be 8.657". If longer than 8.71" transmission bearing retainer cap needs to be replaced. Worn or rough surface will lead to premature clutch brake wear and adjustment problems.

Transmission Bearing

Wear will allow input shaft wobble creating vibration which leads to premature failure.

Cross Shafts and Linkage

Worn cross shafts and linkage system can lead to adjustment problems, as well as, hard pedal and premature sleeve bushing wear.

Input Shaft Splines

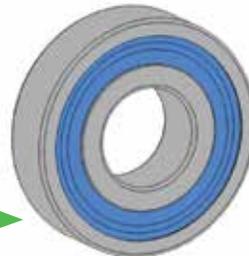
Worn splines on input shaft will cause clutch to release improperly and may cause splined hubs in clutch disc to break out.

Input Shaft Pilot

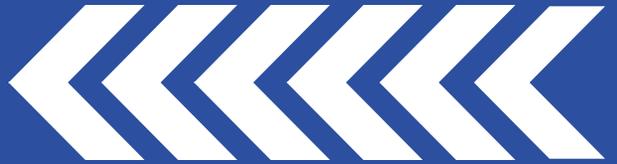
Any wear in area will allow input shaft to wobble creating vibration which leads to premature failure.

Pilot Bearing

If bearing seizes up it will drive the input shaft causing premature input shaft bearing retainer wear, clutch brake failure, and make the transmission very hard to get in or out of gear.



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300 Ramsey Street
Sullivan, MO 63080
U.S.A.

Toll Free: 800-325-6138

Fax: 573-468-5584

customerservice@ace-mfg.com