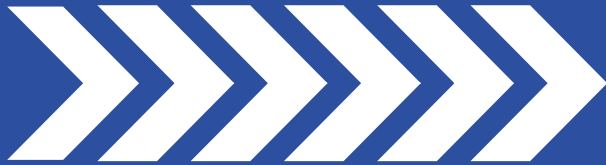


E-Z RIDER®

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



Technical Hot Sheet

CLUTCH ADJUSTMENT



Why •
When •
How •

For Immediate Assistance

1-800-325-6138

24/7 TECHNICAL SUPPORT

CLUTCH ADJUSTMENT

Why must a clutch be adjusted?

To compensate for internal wear on the following parts:

- Friction Material
- Flywheel
- Center/Intermediate Plate
- Clutch Pressure Plate

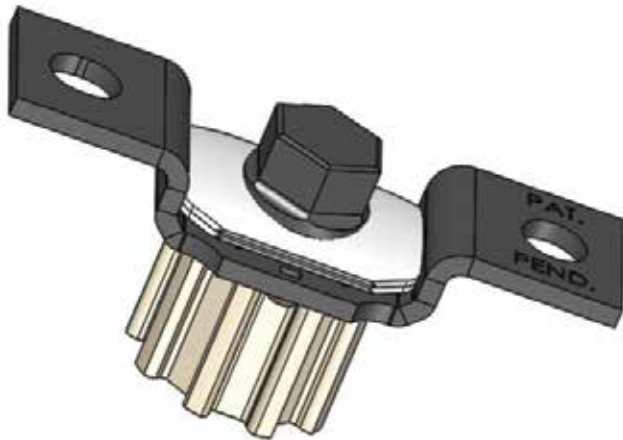
To maintain optimal release bearing position.

- Ensures proper release
- Maintains plate load/torque carrying capability

When should a clutch be adjusted?

- Needs to be adjusted before the complete loss of free-travel

Note: If the clutch is not adjusted before complete loss of free travel, the clutch will become partially released causing slipping and premature wear/failure.



How to adjust a clutch for internal wear?

Self-Adjust Clutches

No manual adjustment necessary.

Manual Adjust Clutches

1. Make the adjuster accessible through the inspection window of the bell housing.
2. Press the pedal down to release the pressure from the pressure plate and adjusting ring so that the adjusting ring is free to turn.
3. Determine if it is a standard pedal or E-Z Pedal.
4. For Standard Pedal:
 - a. Remove locking tab.
 - b. Install adjusting tool.
 - c. Adjust as needed.
5. For E-Z Pedal:
 - a. Most EZ adjusters use a 5/8" socket or wrench to adjust.
 - b. Some adjusters need to be unlocked or pressed in before turning the adjusting ring. The Ace E-Z Adjuster uses a patented self-locking single motion mechanism that requires no pressing or unlocking.
 - c. Adjust as needed.
6. Verify adjustment: (Ref. Fig. 1)
 - a. 1/2"-5/8" between bearing and clutch cover (Dim. 1)
 - b. 1/2"-9/16" between bearing and clutch brake (Dim. 2)

Note: Turning the adjusting ring clockwise will move the bearing towards the transmission. Turning it counterclockwise will move the bearing away from the transmission.

Note: If Dim. 1 is correct and Dim. 2 is too large, do not adjust the clutch. Install fiber spacer.

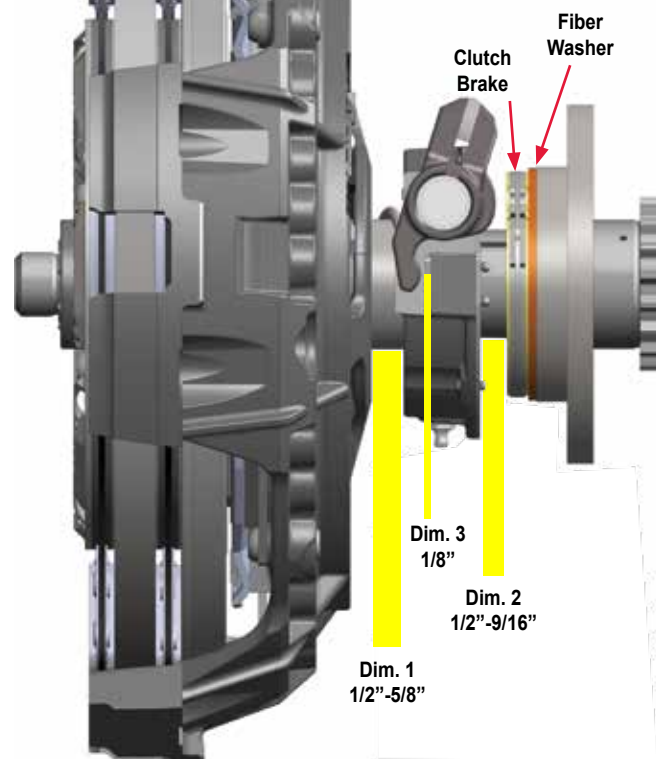
CLUTCH ADJUSTMENT

Free-Travel Verification

1. Verify that Dim. 3 is 1/8".
2. If this dimension is not correct do not use the internal clutch adjustment to correct. The linkage system will need to be adjusted in some fashion.
3. Verify clutch brake squeeze-insert .010 feeler gauge between clutch brake and the release bearing. When you press the clutch pedal down the feeler gauge should be tightly clamped.

Note: In the event the brake is not being squeezed, do not change the 1/2" - 9/16" gap for the clutch brake, or the 1/8" clearance for the bearing housing - consult the vehicle manufacturer service manual. The clutch brake will be squeezed if the total pedal stroke slightly exceeds the movement required to move the yoke/fork 5/8" to 11/16" (the combined total of the 1/8" clearing between yoke tips and wear pads and the 1/2" - 9/16" brake squeeze gap). To optimize brake squeeze, slowly let up on the pedal and check the pedal position at the moment the .010" feeler gauge can be removed. If the pedal is less than 1/2" or more than 1" from the floor when gauge can be removed, re-adjust the linkage.

Fig. 1



Ace-Mfg.com



ACE

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