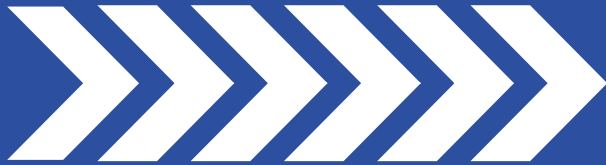


E-Z RIDER®

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



Technical Hot Sheet

CLUTCH TROUBLESHOOTING



- Clutch Condition •*
- Probable Cause •*
- Corrections •*

For Immediate Assistance

1-800-325-6138

24/7 TECHNICAL SUPPORT

CLUTCH TROUBLESHOOTING

Step One: Visually Inspect Clutch System

- | | | | | |
|---|-----|--------------------------|----|--------------------------|
| 1. Is there any kind of contamination on the clutch? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| 2. Are there any missing or broken pieces? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| 3. Are the mounting bolts tight? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| 4. Is there anything causing the linkage or fork to bind or drag? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |

Step Two: Clutch Operation

- | | | | | |
|---|-----|--------------------------|----|--------------------------|
| 1. Is the clutch slipping? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| 2. Does the clutch release? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| 3. Does the clutch engage and disengage smoothly? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| 4. Does the clutch make noise while engaged? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| 5. Does the clutch make noise while disengaged? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |

Step Three: Clutch Adjustment

- | | | | | Current
Setting | Adjust.
Made |
|---|-----|--------------------------|----|--------------------------|-----------------|
| 1. Is the clutch adjusted properly? | | | | _____ | _____ |
| a) $\frac{1}{2}$ - $\frac{5}{8}$ inch under bearing to clutch | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> | _____ |
| b) $\frac{1}{2}$ - $\frac{9}{16}$ inch to clutch brake | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> | _____ |
| c) $\frac{1}{8}$ inch free travel (mechanical linkage) | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> | _____ |
| 2. Is the clutch brake in the truck? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> | |
| a) Are tabs broken off? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> | |
| 3. Is a torque limiting brake installed? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> | |
| a) Can it be turned using channel locks or hands? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> | |
| 4. Does the linkage pull the bearing a minimum of $\frac{1}{2}$ inch? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> | |
| 5. Is the clutch brake squeezed properly? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> | |
| a) Will a .010 feeler gauge between bearing and brake stay with the clutch depressed? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> | _____ |

CLUTCH TROUBLESHOOTING

CLUTCH SLIPPING

Probable Cause:	Correction:
1. Incorrect clutch adjustment	1. Re-adjust per installation instructions
2. Release mechanism binding	2. Check release mechanism and linkage. Lube if necessary.
3. Grease or oil on clutch facing	3. Replace with new clutch assembly. Find and repair cause of grease or oil contamination.
4. Worn clutch facings	4. Replace with new clutch assembly
5. Overloaded clutch – wrong application	5. Review application to ensure that proper clutch was installed.
6. Flywheel out of spec	6. Check flywheel for proper dimensions.
7. Driver foot resting on clutch pedal	7. Avoid using clutch pedal as a foot rest.

NOISY CLUTCH

Probable Cause:	Correction:
1. Incorrect clutch adjustment	1. Re-adjust per instructions.
2. Clutch lacks lubricant or is damaged	2. Lubricate if a zerk fitting or replace clutch assembly.
3. Flywheel pilot bearing lacks lubricant or is damaged	3. Replace with new bearings.
4. Release yoke hitting cover assembly at full release position	4. Check yoke and linkage for wear. Ensure proper adjustment of yoke and linkage.
5. Worn linkage system	5. Check linkage, cross shaft, cross shaft bushings, and yoke.
6. Flywheel out of spec	6. Check flywheel for proper dimensions.

POOR CLUTCH RELEASE

Probable Cause:	Correction:
1. Clutch adjustment no correct	1. Re-check adjustment per installation instructions.
2. Flywheel pilot bearing bound in flywheel or on input shaft	2. Replace pilot bearing and insure proper seating in flywheel and tolerance to input shaft.
3. Damaged clutch release bearing	3. Replace with new clutch assembly.
4. Clutch release shaft projecting through release yoke	4. Reposition release shaft so it does not project. Check bell housing bushings, cross shafts and release yoke for wear.
5. Release yoke hitting cover assembly at full release position	5. Check yoke and linkage for wear. Ensure proper adjustment of yoke and linkage.
6. Clutch brake worn, damaged, missing, or not fully squeezed	6. Replace worn, damaged, or missing clutch brake. Ensure proper clutch brake squeeze. Verify .010" using feeler gauge.
7. Intermediate plate sticking on drive lugs. (14" angle spring 2 plate pot style assemblies only)	7. Check drive pins are 90° to flywheel surface and minimum .006" clearance between drive pins and center plate slots.
8. Pressure plate not retracting fully	8. Verify release bearing is being pulled a minimum of ½".
9. Worn splines on input shaft of transmission	9. Replace input shaft and check disc hubs for excess wear.
10. Flywheel out of spec	10. Check flywheel for proper dimensions.

Ace-Mfg.com



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