WORLD AMERICAN, WHERE QUALITY MEETS VALUE

Heavy Duty Clutches

WorldAmerican.com
**Speed:** World American ships all UPS orders the same day and standard delivery from any one of our 4 shipping centers arrives in 3 days or less to most locations within the continental U.S.A.

**Global Reach:** For larger stocking orders, World American has a 2-3 day turnaround on all international and domestic LTL shipments.
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14” and 15.5” EZ-Touch and Standard Clutches

World American 15.5” clutch assemblies are available with 7, 8, 9 and 10-spring disc designs with torque ratings from 1250-2050 lb∙ft.

World American 14” clutch assemblies for medium-duty applications are available with torque ratings from 620 - 1400 lb∙ft.

World American clutches use a sealed throwout bearing, providing increased lubrication intervals and longer clutch life.

World American 15.5” EZ-Touch clutches employ an easy adjuster for single-motion adjustment.

World American clutches are serialized, tested and shipped as matched units for optimum fit and function.

How to maximize the life of your clutch:

· Select the correct clutch for the engine application. It’s important to select a clutch with a torque rating that meets or exceeds the engine’s peak torque.

· Maintain proper clutch adjustment.

· Properly lubricate the clutch components.

· When driving, start in lowest gear.
100% New
World American clutches are 100% new product, inside and out!
· No core charges
· Pre-adjusted
· Dual grease fittings
· Ceramic VSR buttons
· Color-coded on cover springs to easily identify plate load.
· Applicable clutch sets come with standard 4.875” width bearing housing.

Trust
All World American clutches can be trusted to provide quality performance and a long service life. World American stands behind this with a 1 year/100,000 mile warranty.

Range
World American offers a broad range of heavy duty, medium duty, construction and off-road clutches and parts, covering a wide variety of applications.

Quality
The World American line of clutches are the result of precision engineeering and state-of-the-art manufacturing designed to deliver maximum value.
**CLUTCH KITS: STANDARD***

<table>
<thead>
<tr>
<th>WORLD AMERICAN PART #</th>
<th>REPLACES OEM #</th>
<th>PLATE LOAD</th>
<th>DISC TYPE</th>
<th>NO. OF FACINGS</th>
<th>NO. OF SPRINGS</th>
<th>CLUTCH TORQUE</th>
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<tr>
<td>WA107091-27B</td>
<td>107091-27B</td>
<td>3200</td>
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**CLUTCH KITS: 14” STAMPED STEEL***

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<th>NO. OF SPRINGS</th>
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<tr>
<td>WA107237-10W (OLD #: WA107237-8)</td>
<td>107237-1 / 107237-8</td>
<td>2800</td>
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**CLUTCH KITS: 14” EZ TOUCH***

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<th>NO. OF SPRINGS</th>
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**CLUTCH KITS: 15.5” EZ TOUCH***

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<th>NO. OF SPRINGS</th>
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<tr>
<td>WAS108391-74BW</td>
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<td>WAS108391-93HW</td>
<td>108391-93H</td>
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<td>8</td>
<td>1650 LB∙FT</td>
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<tr>
<td>WAS108935-51H</td>
<td>108935-51H/61H</td>
<td>4000</td>
<td>CERAMIC</td>
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* No core charges. Pre-adjusted. Dual grease fittings, Ceramic VSR buttons. Applicable clutch sets come with standard 4.875” width bearing housing. Color-coded on cover springs to easily identify plate load.
### CLUTCH REPLACEMENT ACCESSORIES

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<tr>
<td>12815</td>
<td>PIN</td>
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<tr>
<td>105C137</td>
<td>YOKE CLUTCH RELEASE</td>
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<tr>
<td>106C1047R</td>
<td>CLUTCH RELEASE SHAFT - CM40,49,9</td>
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<tr>
<td>106C1094R</td>
<td>CLUTCH RELEASE SHAFT - CM40,49,</td>
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<tr>
<td>106C1185R</td>
<td>CLUTCH RELEASE SHAFT - CM50,60</td>
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<tr>
<td>106C1498R</td>
<td>CLUTCH RELEASE SHAFT - 5000 SE</td>
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<tr>
<td>128C20</td>
<td>CLUTCH RELEASE SHAFT BUSHING</td>
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<tr>
<td>206SS</td>
<td>BEARING</td>
</tr>
<tr>
<td>274C6</td>
<td>PIN FOR 14&quot; &amp; 15-1/2&quot;</td>
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<tr>
<td>306SS</td>
<td>BEARING</td>
</tr>
<tr>
<td>105C137</td>
<td>YOKE CLUTCH RELEASE</td>
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<tr>
<td>106C1047R</td>
<td>CLUTCH RELEASE SHAFT - CM40,49,</td>
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<tr>
<td>106C1185R</td>
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<tr>
<td>106C1498R</td>
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<td>128C20</td>
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<td>206SS</td>
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<td>274C6</td>
<td>PIN FOR 14&quot; &amp; 15-1/2&quot;</td>
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<tr>
<td>306SS</td>
<td>BEARING</td>
</tr>
<tr>
<td>CLUTCH ADJUSTER</td>
<td>CLUTCH ADJUSTER FOR ALL 15&quot; CLUTCHES</td>
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<tr>
<td>CLUTCH BRG: THROW OUT</td>
<td>CLUTCH THROWOUT BEARING ASSEMBLY</td>
</tr>
<tr>
<td>PT2538</td>
<td>CLUTCH BUSHING</td>
</tr>
<tr>
<td>S1659</td>
<td>INPUT SHAFT</td>
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<tr>
<td>S2822</td>
<td>INPUT SHAFT</td>
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<tr>
<td>WA3036011</td>
<td>FLYWHEEL HOUSING</td>
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<tr>
<td>WA06-01093</td>
<td>CROSS SHAFT (LONG) THREADED SPLINES (PETERBILT 38J)</td>
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<tr>
<td>WA2005406C1</td>
<td>CROSS SHAFT (LONG), NO SPLINES, (IHC/NAV)</td>
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<tr>
<td>WA572107C91</td>
<td>SLEEVE &amp; BEARING ASSEMBLY (IHC/NAV)</td>
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<tr>
<td>WAK210-883</td>
<td>CROSS SHAFT (LONG) NO SPLINES (KENWORTH)</td>
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### CLUTCH BRAKES

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<th>PART #</th>
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<tbody>
<tr>
<td>SCB200</td>
<td>CLUTCH BRAKE: 2”, (2-PIECE, HINGED)</td>
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<tr>
<td>127175</td>
<td>CLUTCH BRAKE: 1-3/4”, (HINGED)</td>
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<tr>
<td>127190</td>
<td>CLUTCH BRAKE: 1-3/4”, (2 PIECE)</td>
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<tr>
<td>127200</td>
<td>CLUTCH BRAKE: 2”, (2PIECE)</td>
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<tr>
<td>127740X</td>
<td>CLUTCH BRAKE: 1-3/4”, (SINGLE PIECE)</td>
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<tr>
<td>127760X</td>
<td>CLUTCH BRAKE: 2”, (SINGLE PIECE)</td>
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**Images:**

- CLUTCH REPLACEMENT ACCESSORIES
- CLUTCH BRAKES
### CLUTCH DISCS

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<tr>
<td>WA128215</td>
<td>CLUTCH DISC FLYWHEEL, 108391-81</td>
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<tr>
<td>WA128216</td>
<td>CLUTCH DISC PRESSURE PLATE, 108391-81</td>
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<tr>
<td>WA128229</td>
<td>CLUTCH DISC FLYWHEEL, 108050-59</td>
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<tr>
<td>WA128230</td>
<td>CLUTCH DISC PRESSURE PLATE, 108050-59</td>
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<tr>
<td>WA128257</td>
<td>CLUTCH DISC FLYWHEEL, 108391-74</td>
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<tr>
<td>WA128258</td>
<td>CLUTCH DISC PRESSURE PLATE, 108391-74</td>
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<td>WA128275</td>
<td>CLUTCH DISC FLYWHEEL, 107237-10</td>
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<td>WA128276</td>
<td>CLUTCH DISC PRESSURE PLATE, 107237-10</td>
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<tr>
<td>WA128462</td>
<td>CLUTCH DISC, BOTH SIDES OF 108925-82</td>
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![Image of clutch discs](image)

### FLYWHEELS & RING GEARS: CATERPILLAR®

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<th>WORLD AMERICAN PART #</th>
<th>DESCRIPTION</th>
<th>REPLACES</th>
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| WA1265875              | FLYWHEEL  
3116, 3126  
7" BORE, 13" & 14" O.D., 134T  
FLAT | 1265875  
168001  
1013246  
678978050343  
V3018S |
| WA2569653              | FLYWHEEL  
C15, C16, C18  
10" BORE, 15" O.D., 113T  
FLAT | 2569653  
168009  
2441636  
678978050664 |
| WA4P4797               | FLYWHEEL  
3406, 3406E  
10" BORE, 15" O.D., 113T  
FLAT | 4P4797  
168003  
678978050091  
V3017S |
| WA4P8515               | FLYWHEEL  
C12, 3176  
FLAT | 4P8515  
2569652  
V3020S |
| WA9Y9311               | FLYWHEEL  
3208  
7" BORE, 14" O.D., 134T  
TOWER | 9Y9311  
168006  
678978051753  
V3016S |
| WA7W5095               | RING GEAR  
3126, 134T | 7W5095 |
| WA4N2514               | RING GEAR  
C15, 113T | 4N2514 |
| WA1631387              | RING GEAR  
3126B | 1631387 |
| WA2569651              | RING GEAR  
113T | 2569651 |
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<td>WA3680922</td>
<td>FLYWHEEL ISX SIGNATURE 600 10&quot; BORE, 15&quot; O.D., 103T FLAT</td>
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<tr>
<td>WA3906807</td>
<td>FLYWHEEL 8.3L C SERIES (6CT) 7&quot; BORE, 14&quot; O.D., 173T FLAT</td>
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<td>WA3921263</td>
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<td>WA3903309</td>
<td>RING GEAR 4B, 4BT, 4BTA 3.9L</td>
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<td>WA3680913</td>
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<td>WA3016495</td>
<td>FLYWHEEL NT855, NT88, N14 POT/CUP 8&quot; BORE, 14&quot; O.D., 103T CUP</td>
<td>3016495 060045 678978051746 V3000S</td>
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<td>WA3021660</td>
<td>FLYWHEEL, 15 1/2&quot; NT855/N14, NT88 FLAT</td>
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<td>WA3042787</td>
<td>FLYWHEEL L10, M11 - POT/CUP 7 1/4&quot; BORE, 14&quot; O.D., 103T</td>
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<td>WA3071535</td>
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**FLYWHEELS & BULL GEARS: DETROIT DIESEL®**

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<td>FLYWHEEL 60 SERIES 10” BORE, 15” O.D., 118T FLAT</td>
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<td>WA23514177</td>
<td>FLYWHEEL 60 SERIES FLAT</td>
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<td>WA23513559</td>
<td>BULL GEAR/GEAR &amp; HUB ASSEMBLY D-DEC II &amp; III 60 SERIES</td>
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**FLYWHEELS & RING GEARS: FORD®/STERLING®**

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<td>WAE7HZ6375A</td>
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<td>E7HZ6375A 168300 678978051807</td>
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<td>WAE6HZ6384A</td>
<td>RING GEAR 6.6L, 7.8L</td>
<td>E6HZ6384A</td>
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**FLYWHEELS & RING GEARS: MACK®**

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<td>FLYWHEEL E7 FLAT</td>
<td>530GB3145BM EFW-3997 V3026S 530GB544M</td>
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<td>WA530GB3170M</td>
<td>FLYWHEEL E-TECH 10” BORE, 15” O.D., 117T</td>
<td>530GB3170M 168602 EFW-3843 678978051814 V3027S</td>
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<td>WA673GB222</td>
<td>RING GEAR 118T</td>
<td>673GB222 ERG-3990 673GB243</td>
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<td>WA673GB35</td>
<td>RING GEAR 117T</td>
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## FLYWHEELS & RING GEARS: NAVISTAR®/IHC®

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<td>FLYWHEEL DT466, A, B, C 7&quot; BORE, 14&quot; O.D., 138T FLAT</td>
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<td>WA1818214C91</td>
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<td>WA181915C91</td>
<td>FLYWHEEL DT466 E 7&quot; BORE, 14&quot; O.D., 138T FLAT</td>
<td>1821915C91 1817314C91 1821916C1 678978051258 V3029S</td>
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<td>WA1815440C1</td>
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## INSTALL KITS

<table>
<thead>
<tr>
<th>World American Part #</th>
<th>Description</th>
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<tbody>
<tr>
<td>K2468</td>
<td>INSTALL KIT</td>
</tr>
<tr>
<td>K3600</td>
<td>INSTALL KIT</td>
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</tbody>
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WHERE QUALITY MEETS VALUE

WORLD AMERICAN

WorldAmerican.com
CLUTCH INSTALLATION

STEP 1: MEASURE

Measure Engine Flywheel Housing & Flywheel
Engine flywheel housing and flywheel must meet these specifications or there will be premature wear. Remove old pilot bearing. All gauge contact surfaces must be clean and dry. Use a dial indicator and check the following:

**Flywheel Face Runout**
Secure dial indicator base to flywheel housing face. Put guage finger in contact with flywheel face near the outer edge. Rotate flywheel one revolution. Maximum runout is .005" (.20 mm).

**Flywheel Housing I.D. Runout**
Secure dial indicator base to crankshaft. Put guage finger against flywheel housing pilot I.D. Rotate flywheel one revolution. Maximum runout is .005" (.20 mm).

**Pilot Bearing Bore Runout**
Secure dial indicator base to flywheel housing face. Position guage finger so that it contacts pilot bearing bore. Rotate flywheel one revolution. Maximum runout is .005" (.13 mm).

**Flywheel Housing Face Runout**
Secure dial indicator base to flywheel near the outer edge. Put guage finger in contact with face of flywheel housing. Rotate flywheel one revolution. Maximum runout is .005" (.20 mm).

STEP 2: INSTALL CLUTCH TO FLYWHEEL

For 15.5" Clutch ONLY:

1. Measure the flywheel bore. Use the Eaton Fuller Easy - Pedal Clutch Selector guide to verify that the damper will fit into the flywheel bore.
2. Insert aligning tool through bearing.
3. Install lock washers and mounting bolts (7/16" x 14 UNC x 2-1/4" grade 5) finger tight. Replace studs with lockwashers and bolts.
4. Put front disc into flywheel. Flywheel side must be toward engine. Use new slots to put intermediate plate on pins.
5. Insert aligning tool through discs.
6. Slide cover over aligning tool.
7. Turn intermediate plate left. Use .006" feeler guage to check left pin clearance on all 6 drive pins. NOTE: Straighten pins to increase clearance. Do not file slots.
8. Insert intermediate plate onto drive pins.
9. Slide cover over aligning tool.
10. Install lock washers and mounting bolts (3/8" x 2-1/2" grade 5) finger tight. Replace studs with lockwashers and bolts.
11. Progressively tighten mounting bolts in a crisscross pattern starting with a lower bolt. Torque to 40-50 ft.lbs. (54-68 N.m).
12. Remove the aligning tool. Be sure shipping blocks are removed.
13. Use a 1/4" (6mm) flat nose punch to lightly tap four pins toward flywheel.
14. Install lock washers and mounting bolts (7/16" x 14 UNC x 5") finger tight. Replace studs with lockwashers and bolts.
15. Progressively tighten mounting bolts in a crisscross pattern starting with a lower bolt. Torque to 25-35 ft.lbs. (34-47 N.m).
16. Remove the aligning tool. Be sure shipping blocks are removed.

For 14" Clutch ONLY:

1. Ensure the correct flywheel depth is 2-15/16".
2. Put front disc into flywheel. Flywheel side must be toward engine. Use new slots to put intermediate plate on pins.
3. Insert aligning tool through discs.
4. Slide cover over aligning tool.
5. Insert intermediate plate onto drive pins.
6. Slide cover over aligning tool.
7. Turn intermediate plate left. Use .006" feeler guage to check left pin clearance on all 6 drive pins. NOTE: Straighten pins to increase clearance. Do not file slots.
8. Insert intermediate plate onto drive pins.
9. Slide cover over aligning tool.
10. Install lock washers and mounting bolts (3/8" x 2-1/4" grade 5) finger tight. Replace studs with lockwashers and bolts.
12. Remove the aligning tool. Be sure shipping blocks are removed.

IMPORTANT!
Use the Eaton Fuller Easy Pedal Clutch Selector guide (CLS-XXXX) to make sure you have the right clutch!

CAUTION!
An assembled clutch weighs about 150 lbs. (68 kg). Avoid the risk of injury by using proper equipment when lifting a clutch.
STEP 3: INSTALL TRANSMISSION

**Check Transmission for Wear**
Replace any worn components.

**Transmission Bearing Retainer Cap**
A worn/rough bearing retainer cap may cause the clutch brake to wear prematurely.

**Release Yoke**
Worn fingers can cause bushing wear and yoke interference when the pedal is down.

**Cross Shaft and Bushings**
Excessive wear at these points can cause side-loading on the sleeve bushing, bushing failures and yoke bridge contact with the clutch when the pedal is down.

**Input Shaft Splines**
Any wear on the splines will prevent the driven discs from sliding freely, causing poor clutch release (clutch drag). Slide discs full length of shaft to check for twisted shaft splines.

**Clutch Brake**
Replace.

**Measure Input Shaft**
Length should be 8.657” (219.89 mm) nominal and not greater than 8.71” (221.23 mm). Ref. 1990 SAE handbook 4:36.106. Replace transmission bearing retainer cap if length is greater than 8.71” (219.89 mm).

**Clutch Bearing Position**
Measure the distance between the release bearing and the clutch brake. The correct distance should be .500"-.560" (12.70 - 14.22 mm) If correct go to Step 3.

**To change bearing position, push and hold pedal while pushing and turning adjusting nut.**
- If measurement was more than .560” (14.22 mm), turn adjusting nut clockwise.
- If measurement was less than .500” (12.77 mm), turn adjusting nut counterclockwise.

**Verify Clutch Brake Squeeze**
Insert .010” (.25 mm) feeler gauge between the release bearing & the clutch brake. Press the pedal down to clamp the guage.
- If the gauge does not clamp, adjust linkage to achieve clutch brake squeeze, then recheck Step 3.

**Verify Free-Play**
Check distance between yoke tips and bearing wear pads. This distance should be 1/8” (3.2 mm)

**Lubricate**
Use a lithium soap base E.P. (Extreme Pressure) grease with a minimum of 325°F (163°C) operating range meeting N.L.G.I. grade 1 or 2 specs.

Apply ample grease that visibly exits the opening and contacts the transmission shaft. This will lube the clutch brake when the pedal is pressed.

STEP 4: SET-UP & LUBRICATE

**Adjust Bearing Position**

1. Measure the distance between the release bearing and the clutch brake. The correct distance should be .500"-.560" (12.70 - 14.22 mm) If correct go to Step 3.

2. To change bearing position, push and hold pedal while pushing and turning adjusting nut.
- If measurement was more than .560” (14.22 mm), turn adjusting nut clockwise.
- If measurement was less than .500” (12.77 mm), turn adjusting nut counterclockwise.

**Verify Clutch Brake Squeeze**

3. Slowly let up on the pedal and check the pedal position at the moment the gauge can be removed.
- If the pedal is less than 1/2” (12.7 mm) or more than 1” (25.4 mm) from the floor when the gauge can be removed, readjust the linkage. (Repeat Steps 3 and 4.)

**Verify Free-Play**

4. Check distance between yoke tips and bearing wear pads. This distance should be 1/8” (3.2 mm)

**Lubricate**

Apply grease to the input shaft and yoke fingers.

Apply grease to the cross shaft bushings and linkage pivot points.
Midwest truck & auto parts, Inc.® warrants that all new clutches and clutch parts, except as otherwise provided herein, will be free from defects in material and workmanship for 1 year or 100,000 miles, whichever occurs first. This warranty will not apply if any part has been modified, damaged or is defective as a result of any accident, misuse, use in competitive applications, improper installation, negligence, repair or alteration.

Competition parts are sold “as is”, without any warranty whatsoever. Implied warranties, including warranties of merchantability or fitness for a particular purpose, are excluded. The entire risk as to the quality and performance of such parts is with the buyer. Should such parts prove defective following their purchase, the buyer, and not the manufacturer, distributor or retailer, assumes the entire cost of all necessary servicing or repair.

The Midwest Truck & Auto Parts, Inc.® parts warranty is voided if the part is used for competition or if the part has been modified.

To make a warranty claim on parts used in non-competitive applications, distributors should contact a Midwest Truck and Auto Parts, Inc.® distributor for a return goods authorization (RGA) number. No returns will be accepted without an RGA number. All parts should be returned to Midwest Truck & Auto Parts, Inc.®, freight prepaid.

Midwest Truck & Auto Parts, Inc.® will issue a credit equal to the original purchase price for all defective parts covered by this warranty. In the event that a warranty claim cannot be substantiated by Midwest Truck & Auto Parts, Inc.®, the parts will be returned to the customer, freight collect.

This warranty is in lieu of all other warranties, expressed or implied, including, but not limited to, any implied warranty of merchantability or fitness for a particular purpose, and in no event will Midwest Truck and Auto Parts, Inc.® be liable for incidental, special or consequential damages including, but not limited to, any labor costs.
QUALITY OF PRODUCT is the most important ingredient in sustaining a successful business. At Midwest Truck & Auto Parts, Inc., we take quality control very seriously. Our QC lab is staffed with dedicated engineers and quality control specialists.

We take your business seriously and stand behind all of our products.

Seven state-of-the-art testing machines insure that the quality of our products is unsurpassed.

* Gleason® Sigma Gear Measurement Machine
* Surface Roughness Tester
* Mitutoyo USA® Hardness Tester
* Mitutoyo USA® Horizontal Optical Comparator
* Brake Valve and Chamber Tester
* Starter Tester (w/ Load Test & Test Report)
* Alternator Tester (w/ Test Report)

THE HIGHEST STANDARDS are applied when engineering and manufacturing our products. From machining and finishing to heat treatment, we demand the best.

* Outside independent audit from a major OEM
* OE approved and quality certified factories
* Differential components are thoroughly examined for acceptable tolerances, fitment & strength
* Thorough tolerance and accuracy inspection of transmission and transfer case components, rebuild kits and bearing kits.
## World American Product Line

### Transmission
- Fuller®
- Fuller®/Eaton®
- Meritor®
- TTC®/Spicer®

### Hydraulics
- C101 & C102 Dump Pumps
- G101 & G102 Dump Pumps
- Gear Pumps P21 & PS1 Models
- Hoses
- PTO Cables
- PTO Parts & Assemblies
- PTOs
- Tanks
- Wet Line Kits

### Driveline
- Center Bearings
- End Yokes
- Flange Yokes
- PTO Shaft Assy
- PTO Yokes
- Slip Yokes
- Speedi Sleeves
- Spicer® Heavy Duty
- Strap Kits
- Stub Shafts
- U-Bolt Kits
- U-Joints
- Weld Yokes

### Air Brake Components
- Automatic Slack Adjusters
- Brake Hardware Kits
- Brake Calipers
- Complete Air Dryers
- Emergency Brake Shoes
- Height Control Valves
- Hydraulic Disk Brake Pads
- Manual Slack Adjusters
- New Air Brake Valves
- Service Chambers
- Spring Brake Chambers
- Transmission Valves
- Wheel Hubcaps

### Electrical Components
- 7 Way Junction Box
- Alternators
- Electric Plug & Sockets
- Starters
- Thermo King®

### Bearing Kits
- All Heavy Duty Differentials
- All Heavy Duty Transmissions
- Gasket Sets
- Individual Bearings
- Individual Seals
- O-Rings

### Power Steering
- Rebuild Kits
- Sector Shafts
- Vickers® Power Steering Assemblies (New)

### Differential
- Alliance Axle (DTNA)
- Axle Shafts (All Makes)
- Cases
- Dana®/Eaton®
- GMC®
- IHC®/Navistar®
- Internal Kits
- Mack®
- Power Divider Kits
- Power Dividers
- Ring & Pinions
- Rockwell®/Meritor®
- Volvo®

### Water Pumps/Bull Gears
- Caterpillar®
- Cummins®
- Detroit Diesel Bull Gear Hub Assembly
- Detroit Diesel®
- Ford®
- GM®
- International® (IHC®)
- Isuzu® NPR
- Mack®/Volvo®
- Navistar®
- Thermo King®

### Clutches
- Clutch Bearings
- Clutch Brakes
- Clutch Forks & Shafts
- Clutch Kit 14” Stamped Steel Easy-Pedal™ Type 14” & 15½”
- Fly Wheels Standard 14” & 15½”

### Suspension
- Air Springs
- Bottom Plate
- Brake Hardware
- Camshafts
- Camshaft Bushings
- Camshaft Kits
- Equalizer Assembly
- Hangers
- King Pins
- Landing Gear
- Lock Nuts
- Metric Nuts
- Rigid Torque Rod
- Suspension Bushings
- Torque Rod
- Trailer King Pins
- U-Bolt Kits
- Upper & Lower Isolator Pads
- Wheel Chocks
- Wheel Clamps
- Wheel Nuts
- Wheel Studs

### Replacement Parts For:
- Binkley® Style
- Dana® Style
- Dayton® Style
- Freightliner® Style
- Fruehauf® Style
- Hendrickson® Style
- Hutchens® Style
- Kenworth® Style
- Mack® Style
- Neway® Style
- Reyco® Style
- Transpro® Style
- Volvo® Style