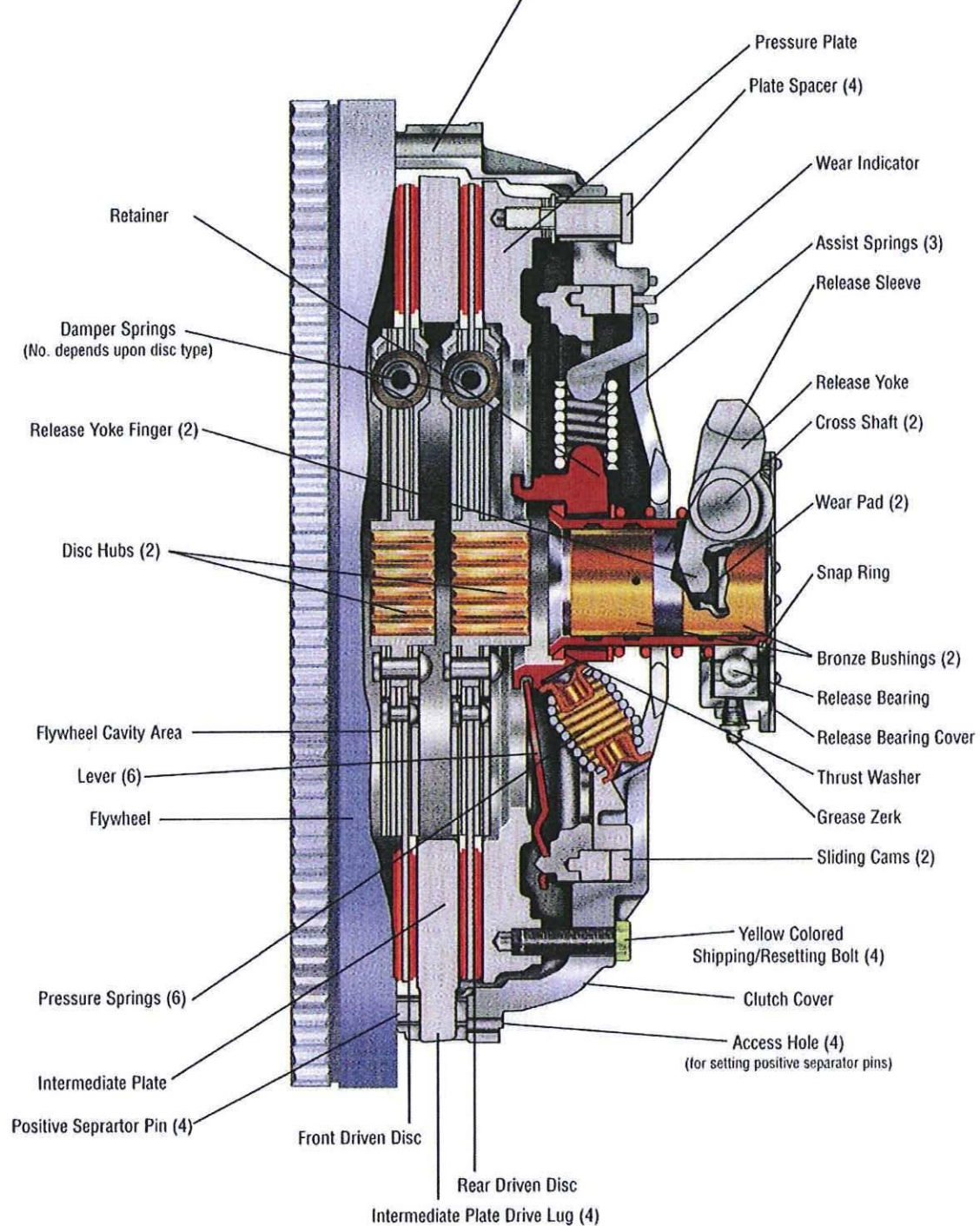
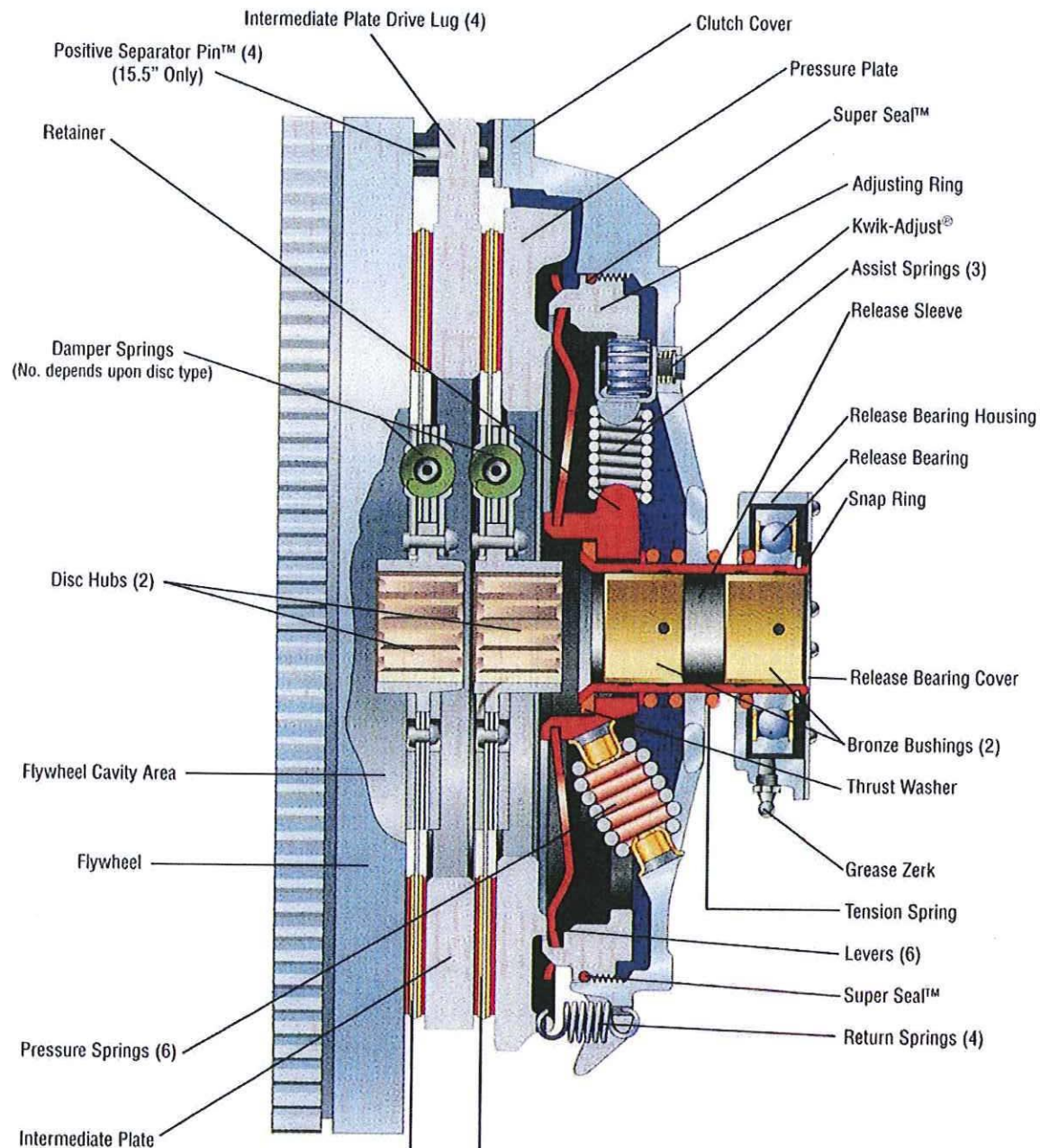


Welcome

W.V.D.O.H. Clutch Installation
And Adjustment Procedures



Easy-Pedal Heavy Duty Clutch



**Major Cause of Clutch
Failure Can be summarized
in two words**

“Excessive Heat”

The Most Important Areas That Can Effect Clutch Performance

- Starting Vehicle in proper gear
- Gear shifting Techniques
- Excessive vehicle Overload or Overloading
- Riding the clutch Pedal
- Holding Vehicle on an incline with a slipping Clutch
- Coasting with the Clutch released and Trans. In Gear
- Engaging Clutch while coasting
- Reporting erratic Clutch operation promptly
- Clutch Adjustment

Adjustment Terminology

- 1. Clutch Free Travel: .125" (3.2 MM)

Free travel is the clearance between the release yoke and Clutch bearing wear pads. This dimension regulates how much free pedal is obtained in the cab. Adjust prior to loss of free travel.

Adjustment Terminology

2. Release Travel:

.500 - .562 (13-14 mm) Proper release Travel assures the release bearing is capable of moving .500" (13mm) minimum, allowing the driven disc(s) to spin freely, avoiding clutch drag.

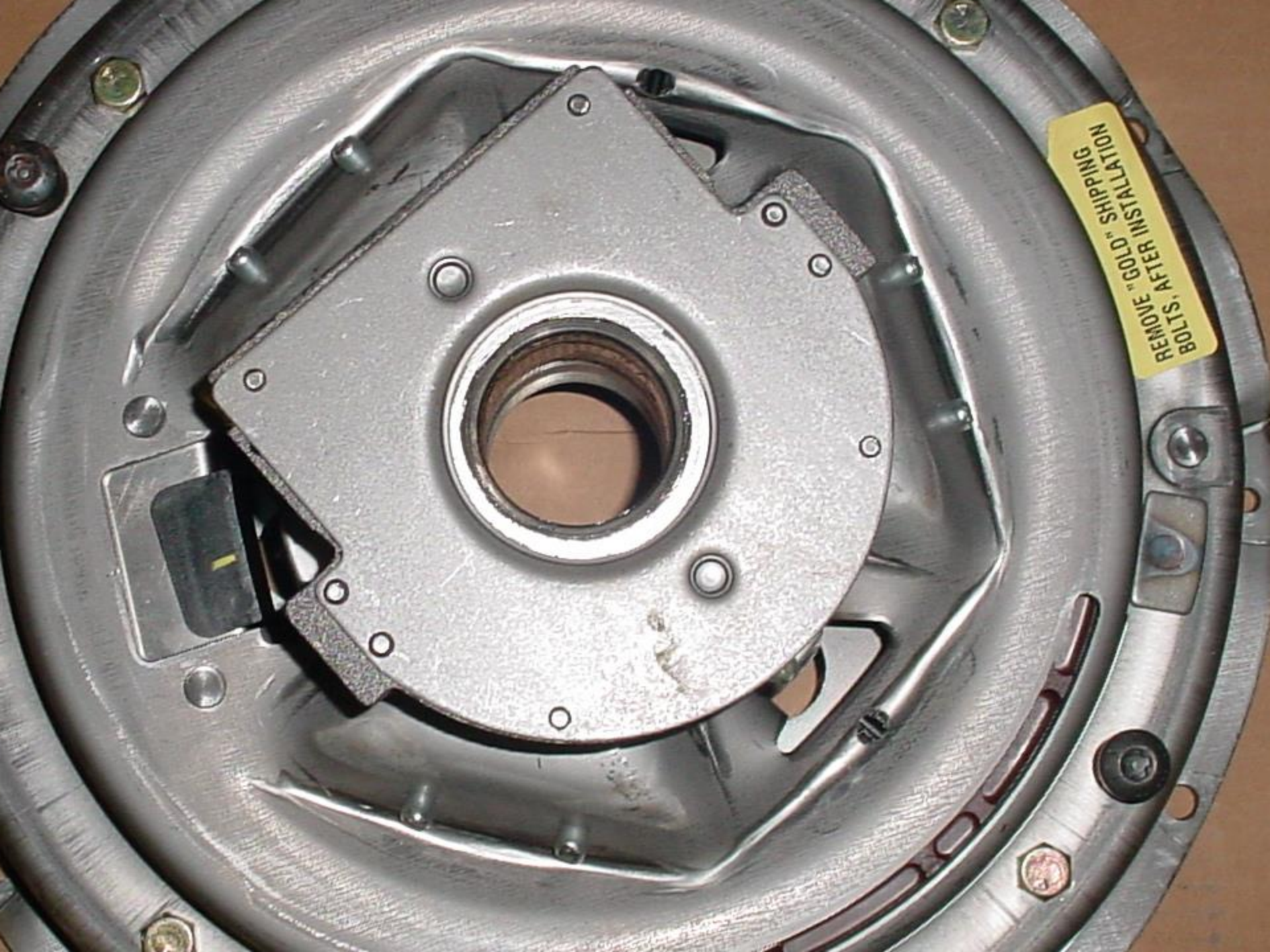
Internal Clutch Terminology

3. Internal Clutch Adjustment:
(Normal Service Clutch) Wear is compensated by internal adjustment in the clutch through rotation of the adjusting ring. This adjustment moves the release bearing toward the transmission and re-establishes the .500" (3.2mm) free travel.

Types of Clutches Used

- Solo Heavy Duty Self Adjuster
- Solo Light Duty Self Adjuster
- Manual Adjust

REMOVE "GOLD" SHIPPING
BOLTS, AFTER INSTALLATION



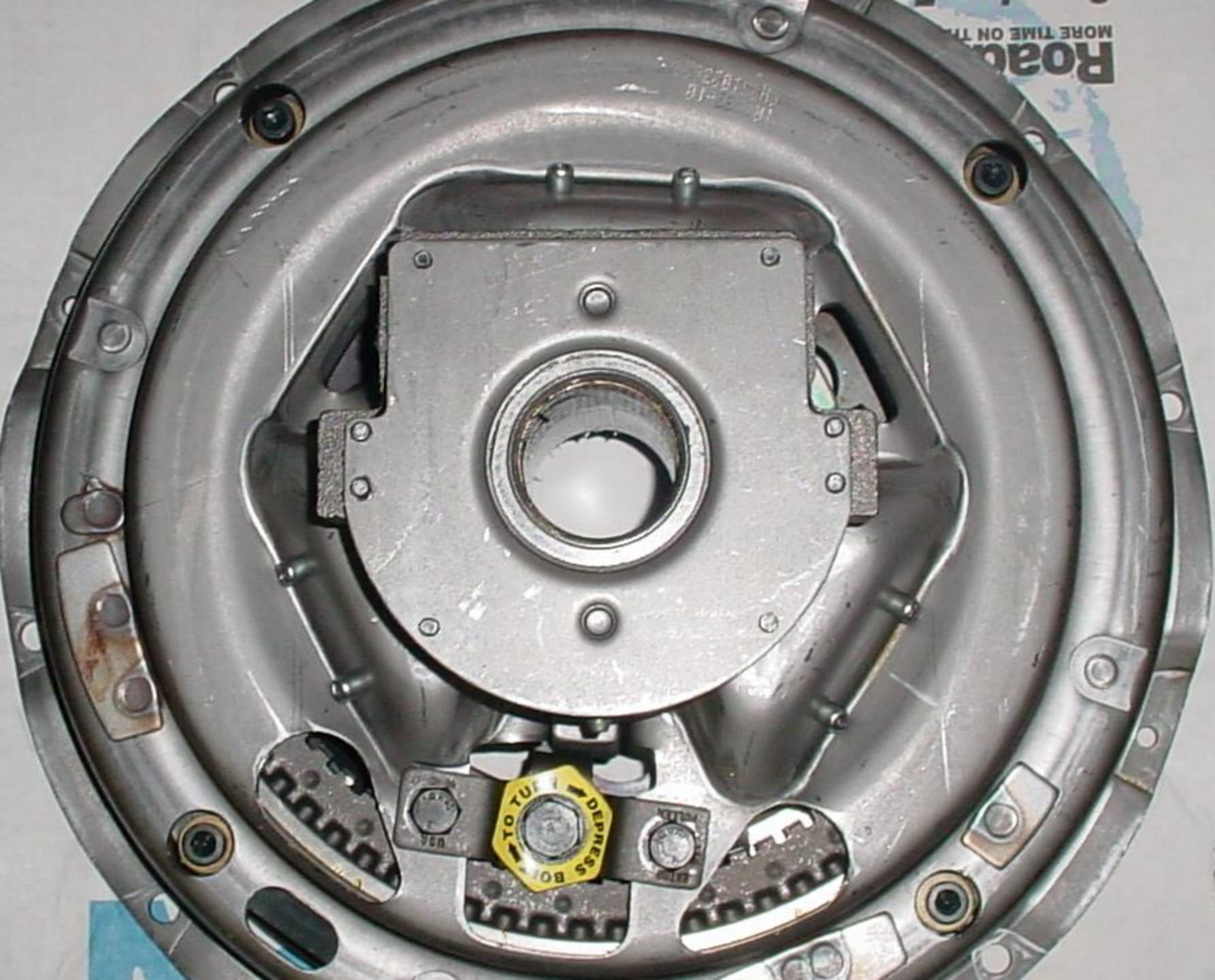


Fuller

Genu

MO





Classes of Trucks

377 Class – Tandem Axle trucks

Mack, International, Volvo

371 Class - Single Axle Trucks

International, GMC

370 Class - 1- Tons

Ford, Chevy, GMC