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## ***SERVICE SUGGESTIONS – PULL TYPE CLUTCH ASSEMBLIES***

First of all, thank you for your purchase of this new IATCO clutch assembly. We have compiled this list of Service Suggestions which we strongly suggest that you follow. These suggestions are given to ensure that you are in a position to maximize the service life of your new IATCO clutch assembly.

Your new IATCO clutch assembly is actually a component of a larger system. This system is responsible for the temporary interruption of power from the engine to the transmission and differential. Since your clutch is part of this system it is extremely important that the other components within this system are thoroughly inspected for wear, damage or modifications. If your inspection of these components finds that they are worn, damaged or modified it is extremely important that action be taken to replace these parts before or during your clutch installation.

1. Remove, but do not discard, the clutch assembly that you intend to replace. Please keep this clutch assembly on hand until the new clutch assembly is installed and functional. You may need to refer to the old clutch assembly to fully understand damage, wear or possible differences that could affect the installation and performance of your new clutch assembly.
2. Always install a new clutch brake where applicable. Refer to the insert titled "Oversized Clutch Brakes & Washers" for more information.
3. The flywheel must be resurfaced prior to clutch installation.
4. Always measure to verify that your flywheel has the correct opening to accommodate the disc damper diameter.
5. Always replace and properly align the drive lugs in a pot-type flywheel. This type of flywheel is used in 14" cast cover applications.
6. Always replace the pilot bearing as part of any clutch installation. IATCO strongly recommends installing a high temperature pilot bearing.
7. Always check the condition of the splines on the input shaft. If they are worn, the discs may not slide freely which can result in inconsistent release and engagement.
8. Check the clutch release fork for wear. Fork should be replaced if it shows excessive or uneven wear.
9. Always inspect the cross-shafts and bushings for wear and replace when excess play is present.
10. Check flywheel and clutch housing alignment.
11. Check the linkage for wear or damage and lubricate grommets and other potential friction points.
12. All clutch release bearings must be lubricated with high temperature Lithium based grease. Do not use chassis grease to lubricate release bearings.
13. Always be sure to use and reinstall the inspection plate or hand-hole-cover onto the bell housing. This will help minimize the amount of dirt and contamination that gets sucked into the clutch.

**TAKING A FEW EXTRA MINUTES TO CHECK THESE ITEMS WILL HELP ENSURE  
A PROLONGED, TROUBLE FREE CLUTCH LIFE.**