

Solo Heavy-Duty Clutch Service Information

Clutch Lubrication

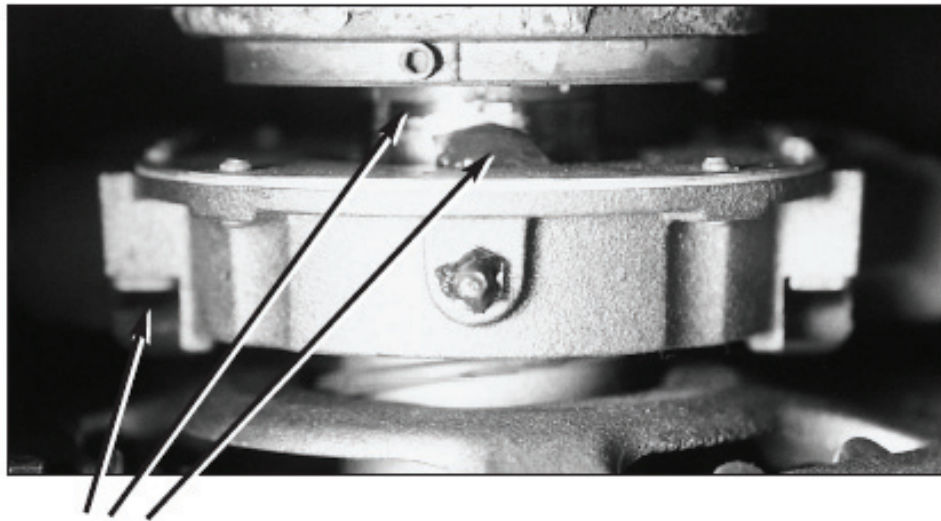
Lubrication Interval – 15.5” Standard Solo Heavy Duty

- **On Highway** – Every 25,000 miles (40,000km) or once per month
- **Off Highway / Severe Service** – Every 250 hours or once per month.

Recommended Lubrication

Eaton recommends the use of high quality N.L.G.I #2 or # 3 lithium soap grease with a minimum of +325° F operating range.

Caution: Unapproved lubricants and improper lube procedures will cause premature clutch release bearing, bushing sleeve, and cross-shaft bushing failure.



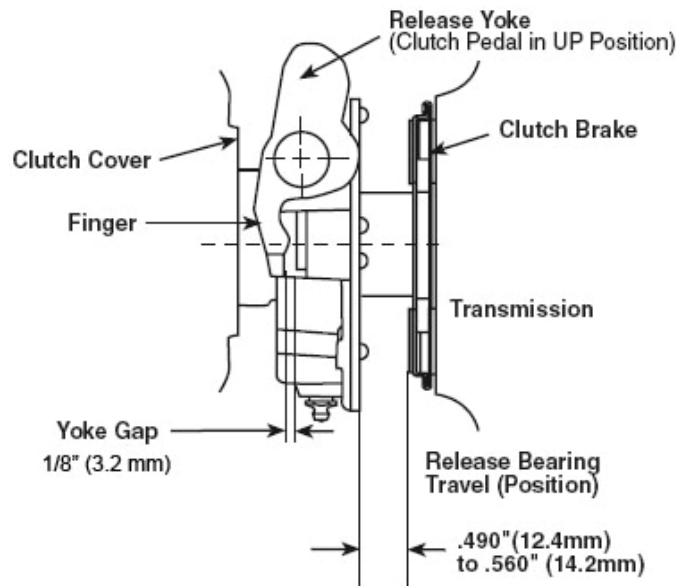
To Ensure Proper Clutch Lubrication:

1. If a lube tube assembly is used, remove the inspection cover to verify it is attached and functional.
Note: Failed lube lines will prevent grease from reaching the release bearing, causing premature clutch release bearing failure.
2. Apply grease through either the lube tube or grease fitting, and continue to apply lube to cause enough grease to purge out of the release bearing housing onto the transmission input shaft.
3. Apply extra lube onto the transmission input shaft between the release bearing housing and the clutch brake.
Note: Do not be concerned if excess grease gets onto the clutch brake friction surface, it will not affect the brakes stopping ability.
4. Apply lube to the release yoke fingers to reduce wear to the pads on the release bearing housing.

Checking the Solo Clutch for Proper Adjustment

Before any adjustments are made to the Solo clutch or the vehicle clutch release linkage, it is important to follow the proper Solo clutch diagnostic procedure listed below.

1. **ALWAYS** measure the release bearing travel before making adjustments to the clutch or vehicle linkage. With the clutch pedal in the up position, measure bearing travel between the release bearing and the front friction face of the clutch brake. **Clutches that are adjusting properly will have a release bearing travel of .490" to .560".**
Note: If the bearing travel is less than .490" or more than .560" refer to the Heavy Duty Service Manual CLSM-0200 for repair procedures.
2. Test clutch brake squeeze by placing a .010" feeler gauge between the release bearing and the clutch brake. Depress the clutch pedal to the end of stroke. There should be enough force to clamp and hold the .010" feeler gage between the clutch brake and release bearing. Check for loose or worn vehicle clutch linkage if clutch brake squeeze is insufficient.
3. Check "free pedal" or release yoke gap **AFTER** the release bearing travel has been confirmed. Solo clutch "free pedal" is measured between the tip of the release yoke fingers and the release bearing. **Do not set free pedal from in-cab measurements at the clutch pedal.** The correct setting is 1/8" on vehicles with mechanical clutch linkage. If there is not enough free pedal, do not try to change the clutch setting/do not reset the clutch, since the problem is caused by the truck linkage not having enough stroke. Check with the truck OEM.
Note: Volvo trucks with hydraulic clutch release systems will have no gap between the release fork fingers and the clutch release bearing.
4. Verify that the clutch is releasing by starting the engine and depressing the clutch pedal to the end of stroke. Wait 2-3 seconds and attempt to place the transmission into gear. This gear engagement should be smooth with no gear grinding. If the gear engagement does grind, refer to the Heavy Duty Service Manual CLSM-0200 for repair procedures. When the pedal is down and the input shaft is stopped, the pedal may need to be let up slightly to allow alignment of shift collars and allow the transmission to be put into gear.



Note: For complete Solo clutch service information, refer to the Heavy Duty Service Manual CLSM-0200.

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