

430 mm Clutch Pneumatic Concentric Actuator Installation Guide

Heavy Duty Diaphragm Spring Clutches



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1 Preparation

1 Ensure that all mating components of the Clutch and the entire clutch actuation system are inspected. Replace worn components as needed. Wear of the components may cause incomplete Clutch disengagement.

2 Ensure the CPCA fits the Clutch.

3 Ensure the CPCA, especially plastic elements and electric connector is free from damage, dent and rust.

4 Remove and dispose rubber yellow cap.



5 **For Mercedes / Daimler :** Install new O-ring (supplied together with CPCA) on the air connector from the transmission. Ensure its correct position (centered, no dirt).

For Volvo / Renault : Remove pneumatic connector from old CPCA and install carefully to the new CPCA, using new O-ring (supplied together with CPCA). Tighten to 2.5 Nm max torque.

Important: Use the Eaton Clutch Reference Catalogue on Eaton Website to make sure the proper replacement clutch for the vehicle!

Important: Ensure proper fitment of O-ring. Avoid wrong O-ring fitment and excessive torque which will lead to air leakage !



2 Installation

1 Before installation, verify the Clutch Housing. Clean up excessive dirt and rust. Clean carefully the CPCA mating surfaces.

2 Install 3x M10 bolts per truck manufacturer recommendations. Tighten the bolts and torque to OEM specification.



3 Install air pressure hose.

4 Connect electric socket. Ensure the socket is mounted properly – insert & twist. Verify that the connection is stiff. Use tie-wrap to secure the cable in a proper place.

Important: See OEM service manuals for service recommendations!



3 Installation of Transmission

1 Install Transmission onto engine Flywheel Housing, aligning the Input shaft spline with the Driven Disc hub spline. Transmission should slide without force into the Clutch and pilot bearing.

2 Insert and tighten mounting bolts in a crisscross pattern. Torque to OEM specification.

3 Clutch Release System must be calibrated after the installation and before vehicle run. It is necessary to perform a Self-Check and a Clutch Engagement Point Calibration using the OEM or an approved diagnostic software.

Important: See OEM service manuals for installation recommendations!

Important: Be sure suitable diagnostic unit and software was used! Software should be up to date. Improper software may lead to calibration issues!