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Medium & Heavy-Duty Vehicle Clutch Brakes



AMS Automotive offers three styles of clutch brakes, engineered to eliminate damage to non-synchronized transmissions and minimize the effort required when shifting from neutral into first or reverse. The following details will aid in determining which style is better suited to the vehicle's specific operating conditions and repair requirements.

1-Piece Clutch Brake: The AMS 1-piece style provides a long service life due to its thicker-than-stock steel carrier plate and beefier tangs. It is a cost-effective and easy-to-install option when the transmission has already been removed. This 1-piece style has been discontinued in OEM applications and can only be removed with the transmission removed or by cutting it off of the input shaft.

2-Piece Hinged Clutch Brake: This unique hinged style features a locking system that is superior to competitive designs, because it ensures a stable and positive joint that will not fail under the heaviest torque loads. It is suited for service applications, can be easily installed without removing the transmission and is available in three thicknesses.

Torque Limiting Clutch Brake: This is the current OEM style unit that is recommended for all severe duty applications. It features a hub, and self-contained Belleville washers that are designed to slip after approximately 12 lb. ft. of torque. This provides smoother engagement, and protects the brake from overloading or tang breakage resulting from driver abuse. It is a 1-piece design that can only be installed with the transmission removed. It is available in several thicknesses.

Note: Resurfacing a flywheel moves the installed clutch further away from the transmission. Therefore, a thicker clutch brake is required in order to maximize the full adjustment capacity of the clutch. To determine if a thicker clutch brake is needed, place a straight-edge across the engine housing flange and measure to the flywheel friction surface (*Dimension A) (don't include the straight-edge thickness). Refer to the chart below to determine the appropriate clutch brake style and thickness.

AMS Number	Style	Spline Size	Clutch Brake Thickness	* Dimension A
CB175-1	1-Piece	1.75" x 10T	0.39"	2.50" - 2.57"
CB200-1	1-Piece	2.00" x 10T	0.39"	2.50" - 2.57"
CB175-1H	2-Piece Hinged	1.75" x 10T	0.39"	2.50" - 2.57"
CB175-2H	2-Piece Hinged	1.75" x 10T	0.45"	2.58" - 2.66"
CB175-3H	2-Piece Hinged	1.75" x 10T	0.50"	2.67" - 2.73"
CB200-1H	2-Piece Hinged	2.00" x 10T	0.39"	2.50" - 2.57"
CB200-2H	2-Piece Hinged	2.00" x 10T	0.45"	2.58" - 2.66"
CB200-3H	2-Piece Hinged	2.00" x 10T	0.50"	2.67" - 2.73"
CB175-1TL	Torque Limiting	1.75" x 10T	0.39"	2.50" - 2.57"
CB175-3TL	Torque Limiting	1.75" x 10T	0.50"	2.67" - 2.73"
CB200-1TL	Torque Limiting	2.00" x 10T	0.39"	2.50" - 2.57"
CB200-2TL	Torque Limiting	2.00" x 10T	0.45"	2.58" - 2.66"
CB200-3TL	Torque Limiting	2.00" x 10T	0.50"	2.67" - 2.73"

- Installing a new flywheel eliminates the need for a thicker clutch brake.
- Replace the flywheel if the distance from the flywheel friction surface to the top of the crankshaft bolts is less than .3125".