**The Answer**

D&W is currently offering the solution to your former and existing headaches with Spicer-type Stamped Steel clutches with the aluminum ring (part# MU129044-26CR and/or 107237-10). We've utilized a free-floating center plate with a steel ring. We've also replaced the aluminum ring (part# MU129044-26CR and/or 107237-10). We’ve addressed the primary cause for release problems with this clutch. Our available new or remanufactured, with huge long term cost savings to the owner.

Now we can offer this replacement upgrade clutch which utilizes a floating center plate with a steel ring. We’ve eliminated the aluminum ring, replaced the steel center plate which is the true cause of release problems with this clutch. Our new part number is MU129044-26CR and here it is:

The new clutch offers a free-floating center plate, a steel adapter ring allows for the usage of thicker friction material on the drive discs. Power takeoff replacements equal down time! A new more powerful floating center plate works just like the ones used in Spicer-type center clutches.

- Available new or remanufactured, with huge long term cost savings to the owner.

**Light-Duty Clutches**

D&W offers an expansive related brake shoe program with sizes to part numbers for the heavy-duty truck market in our delivery area. D&W brake friction is sold in 50+ countries and is approved in 35+ countries. D&W has an authorized technical center for Carbor, Allied, Siroco, and Brake-Pro. D&W and Marathon are our most extensive lines. All high volume disc brake shoes are grooved and bulk packed shoes are boxed withFR, and pressure measured, hydraulic, computerized riveting machines. Our brake shop also performs OEM services for new build hands up to 6” wide using solid or convected aluminum housing. We can also help customers with bonded bands and small shoes requiring special friction materials.

**D&W Product/Technical Support:**

410-235-8829

**Fricition Materials Their Use and Applications**

**Introduction**

Friction materials as a whole have changed as much as horse power and torque ratings have changed in the past few years. Listed below is a brief informational guide to friction material. Each engine, drive and driving condition is unique. D&W can customize clutches by plug, load, torque rating, and application to optimize our clutch service. D&W has problems for D/W, Federal, and Dana Management by matching them to a better and ceramic mating combination. As each of our customers demands at the OS level.

**Kevlar/Aramid**

The better friction material that the D&W forklift is in developing and manufacturing for the U.S. Market. With the proper applications, it can contain superior friction materials to the market. D&W provides the pulling capabilities of ceramic friction material along with the smooth engagement and longer life from organic facings. Kevlar allows for smooth clutch engagements which allows for periods of idle and extended use. Ceramic friction is harder, dissimilar, and other clutch components. The major cost savings with Kevlar, aside from friction material, is that the friction surface of the friction material and the mating surfaces will show little or no wear.

**Ceramic**

Ceramic friction material is unique to D&W in that it is engaging and disengaging the clutch at the same time. Ceramic friction is a good choice for a clutch system in applications that are hard working and high horse power. Ceramic friction material is a better match for high wear materials and high heat generation are probable. We have also used it in tractor pulls and high heat pressures are probable. We have also used it in tractor pulls and high heat pressures are probable. We have also used it in tractor pulls and high heat pressures are probable. We have also used it in tractor pulls and high heat pressures are probable.

**Fibertuff**

Fibertuff is a product designed to give the wear of a ceramic facing yet have the performance characteristics of another friction material. Fibertuff is a product of Canada and is intended to be an alternative to the ceramic friction material. We have used it primarily in the stamped steel and 1/4" carb steels. The product offers the D&W friction material with ent of the use cases that organic friction has traditionally offered. Serenvey feedback tools and small range applications that for the product works best.

**Carbetic**

Ceramic, recently introduced by the manufacturer of Fibertuff, was designed to offer superior smooth engagements. The high brake friction and high horse power. Ceramic friction material is a better match for high wear materials and high heat generation are probable. We have also used it in tractor pulls and high heat pressures are probable. We have also used it in tractor pulls and high heat pressures are probable. We have also used it in tractor pulls and high heat pressures are probable. We have also used it in tractor pulls and high heat pressures are probable. We have also used it in tractor pulls and high heat pressures are probable.

**Organic**

The basic organic clutch facings have been in the industry for 50 plus years and have evolved considerably due to engine alterations as well as environmental issues. Organic facings were originally made with asbestos, but health issues arose concerning the use of asbestos, it was phased out of the industry. Early friction was made of fiberglass and brass as its main ingredients. Varying ingredients by different manufacturers have caused brand loyalty to exist among rebuilders. D&W primarily uses FMC facings from the U.S. who also supplies Eaton Corp. An organic facing should be used in engines with low to medium brake power and torque where the clutch must be engaged and disengaged many times a day. This type clutch is used in the seamless engaging clutches in the industry today. We demand a dot-type clutch.

**Friction Materials as a Whole**

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**SURE SHIFT CLUTCHES**

D&W’s Product Offering

D&W’s clutch product line includes remanufactured and new Spicer-type clutches, medium-duty clutches and original high-duty clutches (UREH/HEH). We offer:

- New HD and dual-earn flywheels
- New single-ear flywheels
- New single-ear double-plate flywheels
- New HD single-ear flywheels
- New HD solid flywheel conversion kits
- New restricted housing
- Select HD new flywheels

We guarantee our units using genuine OEM specifications and all components are supplied by the approved suppliers. All intermediate plates are steel; all medium and light-duty clutches are steel and are given our customers the choice of new or remanufactured kits for all hundred applications. All matched units have clutch assemblies adjusted on a simulated flywheel. Due to our attention in detail, and because we follow all the manufacturer’s specifications to the letter, we feel that we offer the finest remanufactured clutch in the U.S.

Today’s trucks are equipped with high-torque producing engines and are fitted with a clutch based on torque ratings and operating range. We are finding that many customers are not selecting the proper replacement clutch that contains the correct dampened disc to handle the torque capacity exerted by the engine. Please review the engine horse power guidelines above.

Always replace a clutch with the highest torque rated disc that the flywheel ID will accommodate. Please remember that oversizing is not a bad thing for warranty replacement!

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