Choose Genuine Performance

Eaton genuine clutches provide the most value in the aftermarket, with enhanced warranties effective July 1, 2019. Advantage series clutches now come with an industry-leading 3 year/unlimited mile warranty, while EverTough clutches feature a 2 year/unlimited mile warranty.

Whether you’re maintaining a new truck or extending the service life of an older truck, Eaton’s clutch portfolio ensures you get the right clutch for every stage of your truck’s life cycle. Eaton clutches have navigated millions of miles, for thousands of customers, in a variety of applications. Each clutch is manufactured with Genuine Eaton parts, is thoroughly tested by Eaton, and is backed by our nationwide Roadranger support team. Choose quality. Choose genuine.

Best: Advantage Series
Original equipment spec
New, industry-leading technology designed and tested to outperform the highest OE specifications.
• Leading strap drive technology improves intermediate plate connection, for more reliable performance
• Designed to eliminate lug rattle and fatigue
• Dual seal release bearing for best-in-class 50,000 mile lubrication intervals
• Tuned, dual damper system absorbs engine vibrations and prevents idle rattle
• Soft rate springs protect driveline components
• Two wear indicators for improved serviceability
• 3 year/unlimited mile warranty*

Better: EverTough® Series
Genuine Eaton: extends the life of your truck
Industry standard, proven technology for the aftermarket.
• Industry-standard lug drive intermediate plate connection
• Release bearing seal features a 360° design for 25,000 mile lubrication intervals
• Three lubrication ports provide easy access for maintenance
• Premium single damper system for superior driveline vibration control
• 2 year/unlimited mile warranty*

Good: Reman Series
Prolong the life of an older truck
Proven technology for price-conscious buyers.
• Industry-standard lug drive intermediate plate connection
• Release bearing seal features a 360° design
• Two lubrication ports provide easy access for maintenance
• Genuine Eaton parts
• 1 year/unlimited mile warranty

Why a Strap Drive Intermediate Plate Connection?
The strap drive connection found on the Advantage series clutch improves the connection to the intermediate plate, eliminating lug failures and open clutch rattle. The alternative to the strap drive is a lug drive, which is the most common design in the market. However, since the lug is not fastened to the housing, it floats and vibrates when the clutch is open. This vibration of the intermediate plate lug can result in fatigue, and over time this fatigue can lead to failure. The straps in the Advantage clutch design affix the intermediate plate to the housing so it does not vibrate, eliminating lug rattle and improving longevity.

*USA and Canada only. Please refer to the Roadranger Warranty Guide TCWY0900 for the latest warranty time and miles offering.
## Eaton Clutches: Proven Superior Performance

For spec'ing or service assistance, call 1-800-826-HELP (4357) or visit www.eaton.com/roadranger. In Mexico, call 001-800-826-4357.

### Test Results

<table>
<thead>
<tr>
<th>Test</th>
<th>Advantage Series</th>
<th>EverTough</th>
<th>OEM #1</th>
<th>OEM #2</th>
<th>OEM #3</th>
<th>OEM #4</th>
<th>What It Measures</th>
<th>Why It Matter To You</th>
</tr>
</thead>
<tbody>
<tr>
<td>Torque Transfer</td>
<td>Pass</td>
<td>Pass</td>
<td>Pass</td>
<td>Pass</td>
<td>Fail</td>
<td>Fail</td>
<td>Clutch plate load</td>
<td>Does it effectively transfer engine torque to the transmission? Or does it slip and wear prematurely?</td>
</tr>
<tr>
<td>Damper Performance</td>
<td>Pass</td>
<td>Pass</td>
<td>Fail</td>
<td>Fail</td>
<td>Pass</td>
<td>Fail</td>
<td>Ability to absorb engine vibrations</td>
<td>Will it absorb harmful vibrations, even in downsped truck configurations? Or does it simply pass them through to the transmission, causing damage?</td>
</tr>
<tr>
<td>Drag</td>
<td>Pass</td>
<td>Pass</td>
<td>Pass</td>
<td>Pass</td>
<td>Fail</td>
<td>Fail</td>
<td>Torque with clutch disengaged</td>
<td>Does it release cleanly? Or will excess drag cause wear and poor shifting?</td>
</tr>
<tr>
<td>Damper Durability</td>
<td>Pass</td>
<td>Pass</td>
<td>Fail</td>
<td>Fail</td>
<td>Fail</td>
<td>Fail</td>
<td>Life of the damper under load</td>
<td>Will it last with today’s difficult engine vibrations? Or will the damper springs, stampings, and rivets crack or break?</td>
</tr>
<tr>
<td>Intermediate Plate Durability</td>
<td>Pass</td>
<td>Pass</td>
<td>Fail</td>
<td>Fail</td>
<td>Fail</td>
<td>Fail</td>
<td>Life of intermediate plate under load</td>
<td>Is it tough? Or will the intermediate plate break, leading to an expensive repair bill?</td>
</tr>
</tbody>
</table>

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