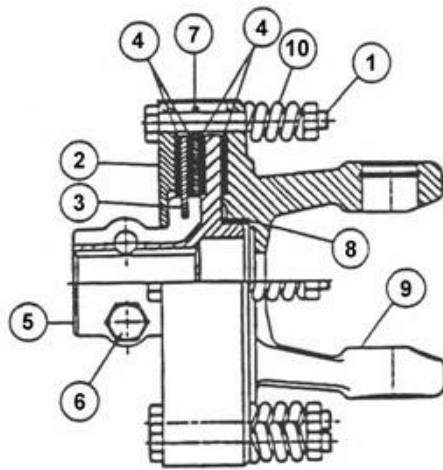
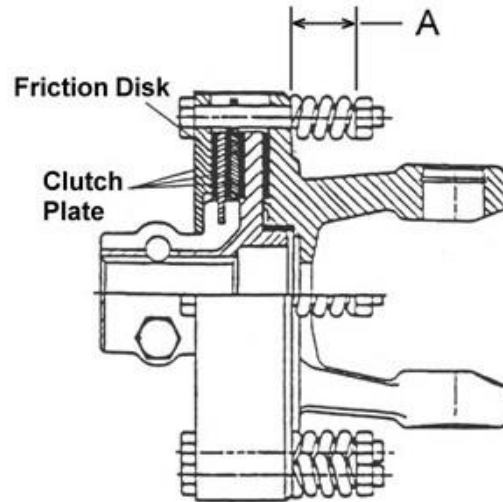


SLIP CLUTCH ADJUSTMENT

Spring Clutch Components and Adjustment Diagram



(A) SPRING CLUTCH



(B) SLIP CLUTCH ADJUSTMENT

Ref.	Qty.	Description
1	8	Nut and Bolt
2	1	Pressure Plate
3	1	Inner Plate
4	4	Clutch Lining
5	1	Clutch Body

Ref.	Qty.	Description
6	2	Bolt and Nut Set
7	1	Plate (with holes)
8	1	Spacer
9	1	Yoke-Clutch
10	8	Spring-Clutch

SLIP CLUTCH PRECAUTIONS

If MOWER is stored outside for 30 DAYS or more or will be exposed to rain or humid air, the CLUTCHES should be removed and STORED IN A DRY AREA.

However, if CLUTCHES are left outside for 30 days or more, ensure that you follow the BREAK-A-WAY INSTRUCTIONS stated below.

IMPORTANT !

It is extremely important to check for and FREE UP EVERY FROZEN CLUTCH in order to prevent overloading of the Drivetrain and possible failure of Drivetrain or Tractor components.

TO TEST FOR FROZEN CLUTCHES

- Mark a chalk line across Clutch Disks and Plates, to indicate Clutch slip, – *if the Clutch slips the lines would become mis-aligned.* – Refer to diagram above: parts 3 & 5 should move in relation to parts 2, 7 & 9.
- With the Mower lifted off the ground, PTO engaged, and tractor at HALF THROTTLE, let the tractor clutch out rapidly. Stop tractor and check that the plates have slipped.



- If all Clutches slip and provide protection for the Drivetrain you are ready to begin Mowing (*providing all other normal maintenance has been carried out correctly and Guarding has been replaced*). If the Clutches fail to slip you will need to perform the following 'Break-a-way' procedure.

BREAK-A-WAY INSTRUCTIONS

– *Machines stored outside for 30 days or more.*

- Before mowing, back off all Adjusting Nuts (1) until Nuts just touch Springs (10). Then, tighten Nuts one full turn uniformly - $\frac{1}{2}$ turn each, then $\frac{1}{2}$ turn each again.
- Mark Plates and Disks - *as described in the previous section on Frozen Clutches.*
- With PTO engaged and the tractor running at HALF THROTTLE, let clutch out rapidly to 'pop' Slip Clutches loose. If all Slip Clutches slip (*as is necessary*), adjustment can now be made as follows:

TO ADJUST (*Refer to diagram 'B' above*)

- To adjust Slip Clutch, tighten Bolts (1) until the Nut makes contact with Compression Spring (10).
- DO NOT tighten any one bolt completely, tighten in rotation to ensure equal pressure all the way around on Friction Disks and Drive Plates.
- Tighten each Nut one-half turn in rotation.
- Retighten each Nut one-half turn again and continue in this manner until Spring length "A" measures the length given in your operator's manual.
- Should the Clutch slip too easily STOP IMMEDIATELY. Tighten each Adjusting Nut (1) NO MORE THAN $\frac{1}{4}$ TURN.

NOTE: EXCESSIVE SLIPPING WILL BURN UP DISKS AND SLIP CLUTCH TO THE POINT WHERE THE CLUTCH IS NOT REPAIRABLE. HOWEVER, EXCESSIVE TIGHTENING WILL PREVENT THE CLUTCH FROM SLIPPING AND CAN LEAD TO FAILURES OF DRIVETRAIN COMPONENTS WITH RESULTING DOWNTIME.

