

Clutch Operation

Disengaging the Clutch

1. **DO NOT** disengage the clutch and PTO with the engine running at high rpm.
2. Reduce the engine throttle control slowly allowing the driven rotating components to slow down with the engine. When the engine speed nears 1000 rpm, move the handle of the clutch to the disengagement position.
3. **DO NOT** use the clutch as a “brake” for the machine rotating components. This type of operation can cause fatigue and failure of all clutch components including the engine flywheel.

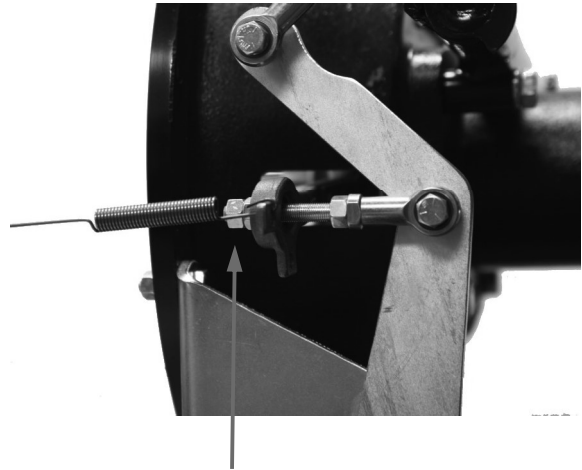
CAUTION

DO NOT use the clutch as a brake for stopping the rotating components. This can cause fatigue and failure of clutch components including the engine flywheel.

CAUTION

Running the engine with the PTO dis-engaged for extended periods of time can cause failure of the throw-out bearing and pilot bearing.

Adjusting the Clutch Linkage



To adjust clutch linkage, loosen the two 3/8 hex nuts as shown in the picture by arrow. Check to make sure the PTO turns freely in the dis-engaged (handle horizontal) position. If the PTO has resistance to turning, adjust the nuts in toward the clutch fork. Check again for free play in the handle vertical position. After adjustment are made, lock the two 3/8 hex nuts together.

With the clutch in the engaged position (handle vertical) there should be approximately 1” to 1 1/2” of free play at the end of the handle without pressure being applied to disengage clutch.

Without free play, premature failure of clutch release bearing will result.

A properly adjusted clutch will provide many hours of service life. Therefore it is important that the adjustment of the clutch linkage be checked after the first 15 hours of operation and 250 hours thereafter.

An improperly adjusted clutch can result in premature wear to the clutch disc, pressure plate, throw-out bearing, and the flywheel.