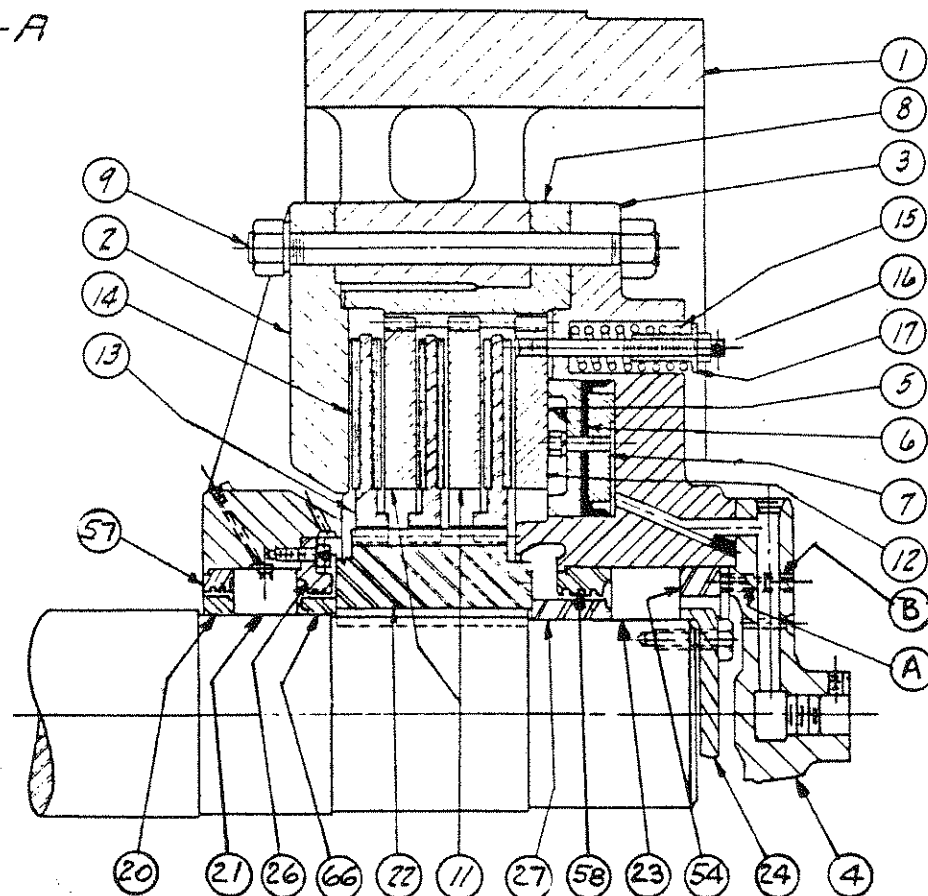


1'-1 1/2"

SHEET A-2-A



WHEN ORDERING REPLACEMENTS STATE SIZE AND SERIAL NUMBER STAMPED ON NAME PLATE OF MACHINE AND DESIGNATE PART BY BOTH NAME AND NUMBER.

- | | |
|----------------------------------|---------------------------------------|
| 1 FLYWHEEL | 13 CLUTCH FRICTION PLATES. |
| 2 FLYWHEEL INNER FLANGE. | 14 CLUTCH FRICTION FACING AND RIVETS. |
| 3 FLYWHEEL OUTER FLANGE. | 15 CLUTCH RELEASE SPRING. |
| 4 AIR DISTRIBUTOR CAP. | 16 CLUTCH RELEASE SPRING STUD. |
| 5 CLUTCH PISTON. | 20 INNER CLUTCH BEARING SPACER RING. |
| 6 CLUTCH PISTON PACKING. | 21 CLUTCH INNER BEARING. |
| 7 CLUTCH PISTON FOLLOWER RING. | 22 CLUTCH PINION. |
| 8 CLUTCH DRIVING RING. | 23 CLUTCH OUTER BEARING. |
| 9 FLYWHEEL TIE BOLTS. | 24 CLUTCH SHAFT END PLATE. |
| 11 CLUTCH CENTER DRIVING PLATES. | 26 INNER CLUTCH BRG. RETAINER RING. |
| 12 CLUTCH OUTER DRIVING PLATE. | 27 CLUTCH PINION RETAINER RING. |
| | 54 OUTER CLUTCH BRG. CLAMP RING. |
| | 57 INNER FLANGE INSERT. |
| | 58 OUTER FLANGE INSERT. |
| | 66 INNER CLUTCH BRG. CLAMP RING. |

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CLEVELAND, OHIO, 44117

FOR COMPLETE DISASSEMBLY OF CLUTCH FROM SHAFT.

1. BLOCK UP RIM OF FLYWHEEL WITH STENCIL "TOP" UPPER MOST BY WEDGING BENEATH RIM (1).
2. DISCONNECT MAIN AIR SUPPLY LINE AND REMOVE ROTARY AIR DISTRIBUTOR.
3. REMOVE CLUTCH TIE BOLTS (9), LEAVING TOP TWO HALFWAY IN HOLES. SLIDE OUTER FLANGE (3), WITH PISTON (5), AND OUTER DRIVING PLATE (12) AS A UNIT OUT HORIZONTALLY TILL THEY CAN BE LIFTED. THEN SLIDE REMAINING PLATES (11) AND (13) OUT OF RIM (1).
4. REMOVE SHAFT END PLATE (24), INNER RACE OF BEARING (23), AND PINION RETAINER RING (27).
5. PULL CLUTCH PINION (22) WITH STUDS AND CLAMP ACROSS SHAFT END, AFTER PULLING KEYS.
6. REMOVE RIM (1) BY REMOVING CAP SCREWS FROM INNER FLANGE (2).
7. REMOVE INNER FLANGE (2) WITH INNER BEARING (21), AND CLUTCH BEARING RETAINER RING (26) AS A UNIT.
8. TO REMOVE INNER CLUTCH BEARING (21) FROM INNER FLANGE (2), DISASSEMBLE RETAINER RING (26), THEN DRIVE AGAINST FLANGE INSERT (57), TAKING CARE NOT TO DAMAGE CAPILLARY GROOVES.
9. TO REMOVE OUTER CLUTCH BEARING (23), SLIGHTLY BACK OFF FOUR LOCKING SCREWS "B" AND FOUR SET SCREWS "A". THEN REMOVE AIR CAP (4) AND DRIVE AGAINST FLANGE INSERT (58), TAKING CARE NOT TO DAMAGE CAPILLARY GROOVES.
10. TO REMOVE ANNULAR PISTON (5) FROM OUTER FLANGE (3), UNSCREW RELEASE SPRING ADJ. NUTS (17), FIRST NOTING WHERE THEY WERE SET. REMOVE SPRINGS (15) AND DRIVING PLATE (12). THE PISTON ASSEMBLY PULLS OUT FROM THE CYLINDER, BUT TO AVOID DAMAGE TO LIPS OF PISTON PACKING (6), REASSEMBLE WITH PARTS UNCLAMPED. WITH OUT FLANGE (3) LYING HORIZONTALLY, PLACE FOLLOWER RING (7) IN THE CYLINDER, INSERT PISTON PACKING (6) WITH HOLES MATCHING, INSTALL PISTON (5) AND BOLT ASSEMBLY TOGETHER INSIDE CYLINDER, THEN WIRE TOGETHER ALL CAP SCREW HEADS.
11. WHEN REASSEMBLING CLUTCH BE SURE TO DRIVE PINION (22) TIGHT HOME. WIRE TOGETHER ALL CAP SCREW HEADS INSIDE OF CLUTCH.
12. IF DISTRIBUTOR CAP (4) HAS BEEN REMOVED, CHECK THAT LOCKING SET SCREWS "B" AND "A" ARE SLIGHTLY BACKED OFF. BOLT CAP (4) SECURELY TO OUTER FLANGE (3), TIGHTEN SET SCREWS "A" AGAINST BEARING CLAMP RING (54) AND LOCK WITH SCREWS "B."

LUBRICATION

THE CLUTCH BEARINGS (21, 23) MUST BE LUBRICATED WITH SMALL AMOUNT OF GREASE AT TWO WEEK INTERVALS. LUBRICATE PISTON PACKING (6) WITH LIGHT ENGINE OIL FROM MAIN AIR LINE LUBRICATOR.

AIR PRESSURE REGULATION

AN AIR REGULATOR MAINTAINS PRESSURE (75 PSI) WHICH CONTROLS THE CLUTCH TORQUE TO SAFE CAPACITY OF MACHINE. CLUTCH SLIPS AND MACHINE STALLS ON OVERLOAD.

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