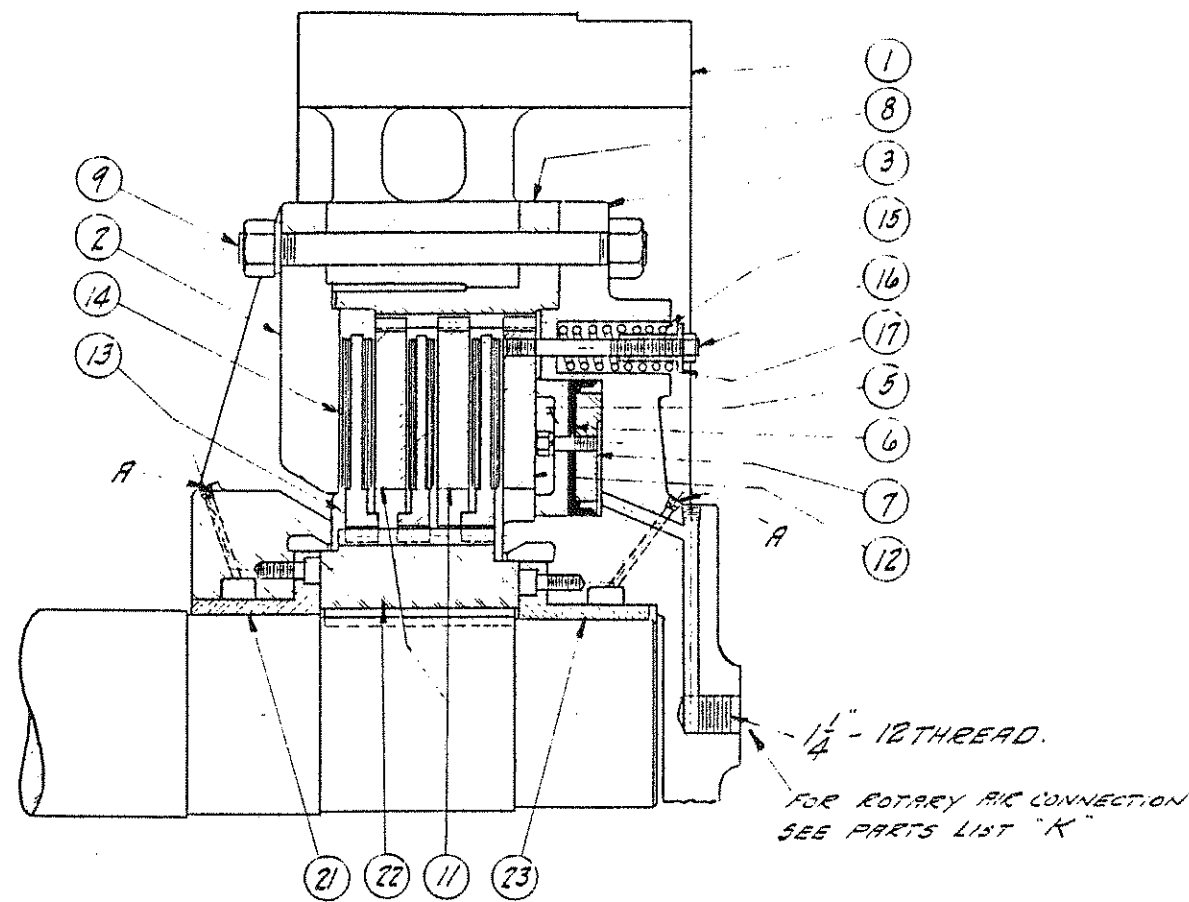


1" - 1/2"

SHEET A-2



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 |
| 5 CLUTCH PISTON | 16 CLUTCH RELEASE SPRING STUD |
| 6 CLUTCH PISTON PACKING | 17 CLUTCH RELEASE SPRING ADJ. NUT |
| 7 CLUTCH PISTON FOLLOWER RING | 21 CLUTCH INNER BEARING |
| 8 CLUTCH DRIVING RING | 22 CLUTCH PINION |
| 9 FLYWHEEL TIE BOLTS | 23 CLUTCH OUTER BEARING |
| 11 CLUTCH CENTER DRIVING PLATES | |
| 12 CLUTCH OUTER DRIVING PLATE | |

THE AJAX MANUFACTURING Co.
EUGLID BRANCH P.O.
CLEVELAND, OHIO.

FOR COMPLETE DISASSEMBLY OF CLUTCH FROM SHAFT

- 1 BLOCK UP RIM OF FLYWHEEL, WITH STENCIL "TOP" UPPEERMOST, BY WEDGING BENEATH AND BACKING OUT CAP SCREWS IN MACHINE FRAME AT SIDE OF RIM (1).
- 2 DISCONNECT UNION IN AIR PIPE AND REMOVE FLYWHEEL TIE BOLTS, LEAVING TOP TWO HALFWAY IN HOLES. SLIDE OUTER FLYWHEEL FLANGE (3) OUT HORIZONTALLY UNTIL IT CAN BE LIFTED.
- 3 SLIDE ALL CLUTCH PLATES OUT OF THE DRIVING RING (8).
- 4 PULL PINION WITH STUDS AND CLAMP ACROSS SHAFT END.
- 5 REMOVE RIM (1) AND DRIVING RING (8).
- 6 REMOVE INNER FLYWHEEL FLANGE (2).
- 7 TO REMOVE ANNULAR PISTON FROM CYLINDER BACK OFF ADJUSTING NUTS (17), FIRST NOTING WHERE THEY WERE SET, PISTON PULLS OUT FROM CYLINDER BUT TO AVOID DAMAGE TO LIPS OF CUP PACKING (6) REASSEMBLE WITH PARTS UNCLAMPED. WITH CYLINDER LYING HORIZONTALLY LAY FOLLOWER RING (7) IN PLACE, INSERT PISTON CUP PACKING (6) WITH HOLES MATCHING, INSTALL PISTON (5) AND SCREW ASSEMBLY TOGETHER INSIDE CYLINDER.
- 8 WHEN REASSEMBLING BE SURE TO DRIVE PINION TIGHT HOME.

LUBRICATION

LUBRICATE INNER BEARING (21) AND OUTER BEARING (23), WHICH ARE MCGASSIN BRONZE BUSHINGS, WITH S.A.E. 30 MACHINE OIL, AT WEEKLY INTERVALS. TO LUBRICATE, REMOVE PIPE PLUGS "A" AND FILL RESERVOIR IN BOTH INNER FLANGE (2) AND OUTER FLANGE (3) UNTIL COMPLETELY FULL.

AIR PRESSURE REGULATION

IS PROVIDED BY REGULATING VALVE TO MAINTAIN AIR AT PRESSURE STENCILED ON GAUGE GUARD. THIS REGULATES TORQUE OF CLUTCH TO SAFE CAPACITY OF MACHINE. CLUTCH WILL SLIP AND FLYWHEEL STALL ONLY FROM OVERLOAD.

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