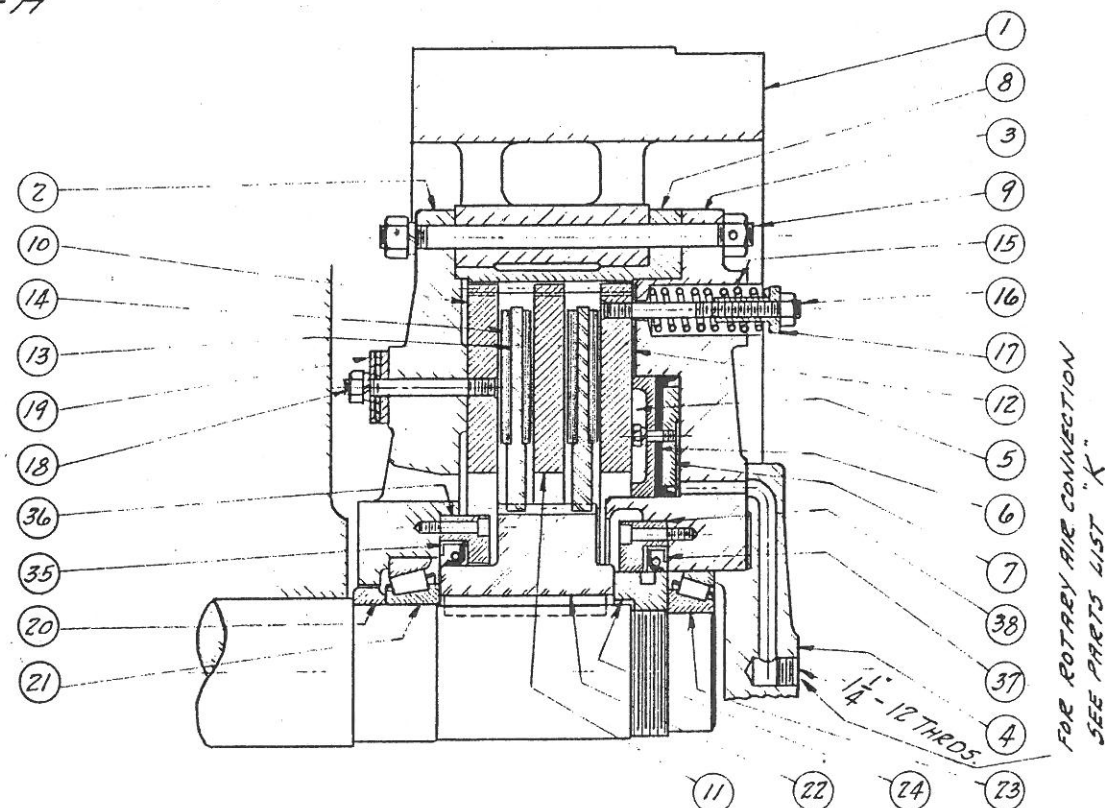


AJAX

2" - 2 1/2" - 3" - 4"

SHEET - A



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

- 22 CLUTCH PINION.
 23 FLYWHEEL OUTER BEARING
 24 PINION SHAFT END NUT.
 35 FLYWHEEL INNER BRG. OIL SEAL
 36 FLYWHEEL INNER BRG. OIL SEAL CAGE
 37 FLYWHEEL OUTER BRG. OIL SEAL
 38 FLYWHEEL OUTER BRG. OIL SEAL CAGE.

- 1 FLYWHEEL
 2 INNER FLYWHEEL FLANGE
 3 OUTER FLYWHEEL FLANGE
 4 AIR DISTRIBUTOR CAP
 5 CLUTCH PISTON.
 6 CLUTCH PISTON PACKING
 7 CLUTCH PISTON FOLLOWER RING.
 8 CLUTCH DRIVING RING
 9 FLYWHEEL TIE BOLTS.
 10 CLUTCH INNER DRIVING PLATE
 11 CLUTCH CENTER DRIVING PLATE
 12 CLUTCH OUTER DRIVING PLATE
 13 CLUTCH FRICTION PLATE.
 14 CLUTCH FRICTION FACING AND RIVETS
 15 CLUTCH RELEASE SPRING
 16 CLUTCH RELEASE SPRING STUD
 17 CLUTCH RELEASE SPRING ADJ. NUT.
 18 CLUTCH ADJUSTING STUDS.
 19 CLUTCH ADJ. WASHERS - 1/8" AND 1/4"
 20 FLYWHEEL BRG. SPACER RING.
 21 FLYWHEEL INNER BEARING.

THE AJAX MANUFACTURING CO.
 EUCLID BRANCH P.O.
 CLEVELAND, OHIO.

AJAX

ADJUSTMENT

THE CLUTCH MUST RELEASE PROMPTLY A MINIMUM OF 3/16" AS MEASURED ON SPRING STUDS (16) WHEN AIR IS EXHAUSTED. CHECK OPENING OF EXHAUST VALVE AND IF QUICK MOVEMENT DOES NOT RESULT FROM ADJUSTMENT OF RELEASE SPRINGS (15) INVESTIGATE.

WHEN TRAVEL OF THE PISTON EXCEEDS 5/16" AS MEASURED BY RELEASE SPRING STUDS (16) IT SHOULD BE REDUCED TO 3/16" BY TRANSFERRING ADJUSTING WASHERS (19) OF PROPER THICKNESS FROM OUTSIDE OF THE INNER FLYWHEEL FLANGE (2) TO INSIDE BETWEEN IT AND INNER DRIVING PLATE (10). THIS DECREASES AIR CONSUMPTION OF CLUTCH BUT DOES NOT AFFECT ITS POWER. FOR THIS ADJUSTMENT PROCEED AS FOLLOWS:

FOR DISASSEMBLY

- 1 - BLOCK UP RIM OF FLYWHEEL, WITH STENCIL "TOP" ON RIM UPPERMOST, BY WEDGING BENEATH AND BACKING OUT CAP SCREWS IN MACHINE FRAME AT SIDE OF RIM (1).
- 2 - DISCONNECT UNION IN THE AIR PIPE AND REMOVE DISTRIBUTOR CAP (4)
- 3 - REMOVE FLYWHEEL TIE BOLTS (9) LEAVING TOP TWO HALF WAY IN HOLES. SLIDE OUTER FLYWHEEL FLANGE (3) OUT HORIZONTALLY UNTIL IT CAN BE LIFTED.
- 4 - UNSCREW NUTS FROM ADJUSTING STUDS (18) AND REMOVE WASHERS (19).
- 5 - SLIDE ALL CLUTCH PLATES OUT OF THE DRIVING RING (8).
- 6 - PLACE WASHERS (19) OF NECESSARY THICKNESS TO REDUCE PISTON TRAVEL TO 3/16" ON ADJUSTING STUDS (18) AND REASSEMBLE REVERSING PROCEDURE. IF IT IS DESIRED TO WITHDRAW THE SHAFT ASSEMBLY FROM THE CLUTCH FLYWHEEL THIS CAN BE ACCOMPLISHED AFTER REMOVING THE MAIN DRIVE PINION (22), THRUST COLLAR (224), AND BRAKE DRUM (101), BY SIMPLY PASSING THE SHAFT THROUGH THE INNER FLYWHEEL FLANGE (2).

FOR COMPLETE DISASSEMBLY OF CLUTCH IN POSITION.

- 7 - PULL OUTER BEARING (23) BY UNSCREWING SHAFT END NUT (24).
- 8 - PULL CLUTCH PINION (22) WITH STUDS AND CLAMP ACROSS SHAFT END.
- 9 - DRIVING OR PRYING ON THE END OF BEARING SPACER RING (20) WILL REMOVE INNER BEARING (21) FROM SHAFT.
- 10 - TO REMOVE ANNULAR PISTON FROM CYLINDER, BACK OFF THE RELEASE SPRING 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.
- 11 - WHEN REASSEMBLING BE CERTAIN TO DRIVE CLUTCH PINION (22) TIGHT HOME. THIS IS VERY IMPORTANT, SCREW PINION SHAFT END NUT (24) UP TIGHT AND DRIVE HOME THE INNER RACE OF BEARING (23).
- 12 - TO ADJUST BEARINGS FOR PROPER RUNNING CLEARANCE SCREW AIR DISTRIBUTOR CAP (4) UP UNTIL BEARINGS TURN TIGHT, MEASURE GAP BETWEEN IT AND OUTER FLYWHEEL FLANGE (3) AND INSTALL SHIMS OF THIS THICKNESS PLUS .010"

LUBRICATION.

THE INNER FLYWHEEL BEARING (21) AND OUTER FLYWHEEL BEARING (23) SHOULD BE LUBRICATED WITH A MODERATE AMOUNT OF GREASE AT TWO WEEK INTERVALS. EXCESS GREASE WILL TEND TO FORCE PAST THE RETAINING SEALS AND THROW TO OUTSIDE OF THE CLUTCH.

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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