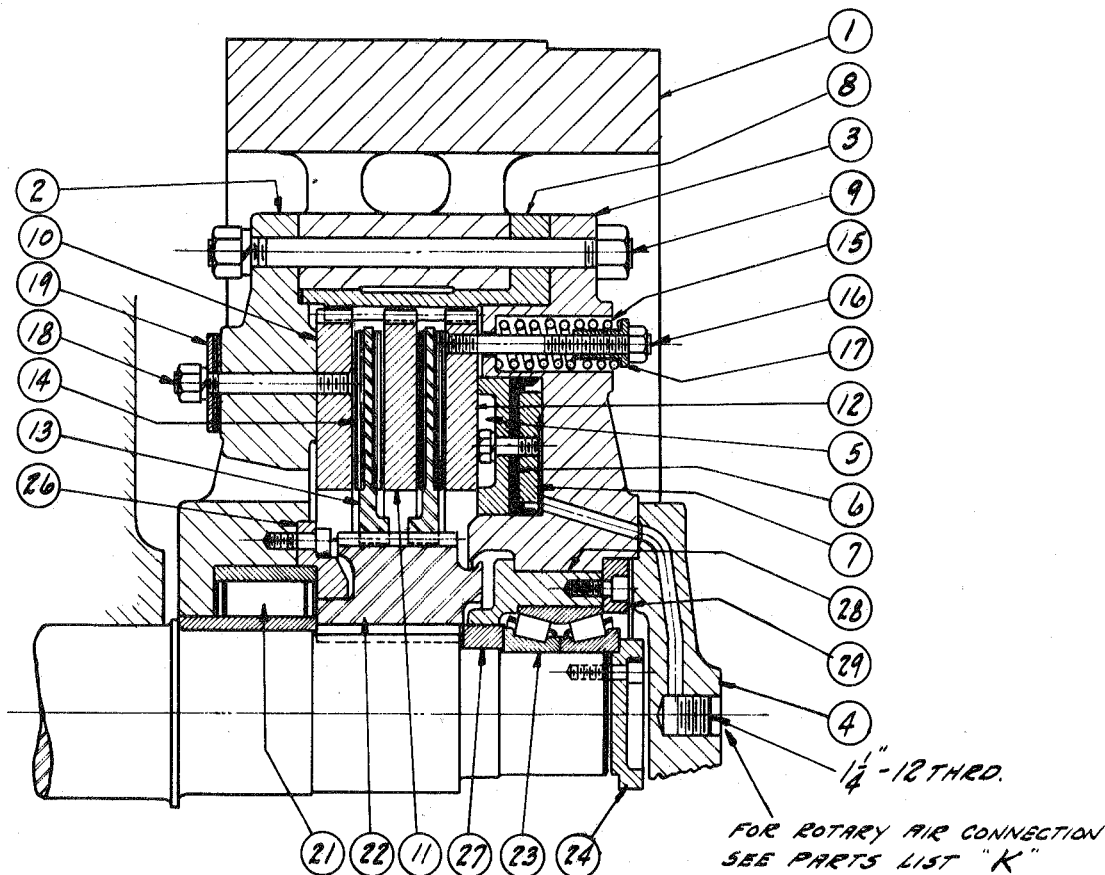


2 1/2"-3"
SHEET B-1

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

- 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 STUD
- 19 CLUTCH ADJ. WASHERS - 1/8" AND 1/2"
- 21 FLYWHEEL INNER BEARING
- 22 CLUTCH PINION

- 23 FLYWHEEL OUTER BEARING
- 24 FLYWHEEL SHAFT END PLATE
- 26 FLYWHEEL INNER BRG. RET. RING
- 27 CLUTCH PINION RETAINER RING
- 28 FLYWHEEL OUTER BRG. CARRIER
- 29 FLYWHEEL OUTER BRG. CARRIER RET. RING

THE AJAX MANUFACTURING Co.
EUCLID BRANCH P.O.
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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 ON 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 BY WEDGING BENEATH.
- 2 DISCONNECT UNION IN AIR PIPE AND REMOVE DISTRIBUTOR CAP (4).
- 3 REMOVE OUTER BEARING CARRIER RETAINING RING (29).
- 4 REMOVE FLYWHEEL TIE BOLTS (9) LEAVING TOP TWO HALF WAY IN HOLES. SLIDE OUTER FLYWHEEL FLANGE (3) OUT HORIZONTALLY UNTIL IT CAN BE LIFTED.
- 5 UNSCREW NUTS FROM ADJUSTING STUDS (18) AND REMOVE WASHERS (19).
- 6 SLIDE ALL CLUTCH PARTS OUT OF THE DRIVING RING (8).
- 7 PLACE WASHERS (19) OF NECESSARY THICKNESS TO REDUCE PISTON TRAVEL TO 3/16" ON ADJUSTING STUDS (18) AND REASSEMBLE, REVERSING PROCEDURE OF DISASSEMBLY.

FOR COMPLETE DISASSEMBLY OF CLUTCH FROM SHAFT.

- 8 REMOVE SHAFT END PLATE (24) AND SLIP OFF OUTER BEARING (23), BEARING CARRIER (28), AND PINION RETAINER RING (27).
- 9 PULL CLUTCH PINION (22) WITH STUDS AND CLAMP ACROSS SHAFT END.
- 10 REMOVE FLYWHEEL (1) BY UNSCREWING FROM INNER FLANGE (2).
- 11 REMOVE INNER BEARING, RETAINER RING (26), INNER FLYWHEEL FLANGE (2), AND INNER BEARING (21).
- 12 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.
- 13 WHEN REASSEMBLING BE SURE TO DRIVE CLUTCH PINION (22) TIGHT HOME. THIS IS VERY IMPORTANT.

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 ONLY FORCE PAST THE RETAINING CAPILLARIES AND THROW TO OUTSIDE OF 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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