



OUTER CENTER DRIVING
PLATE RELEASE PLUNGERS 'L'.
INNER CENTER DRIVING
PLATE RELEASE PLUNGERS 'S'.

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

- 1206 MAIN GEAR.
- 2 INNER CLUTCH FLANGE.
- 3 OUTER CLUTCH FLANGE.
- 4 AIR DISTRIBUTOR CAP.
- 5 CLUTCH PISTON.
- 6 CLUTCH PISTON PACKING.
- 7 CLUTCH PISTON FOLLOWER RING.
- 8 CLUTCH DRIVING RING.
- 9 CLUTCH TIE BOLTS.
- 10 CLUTCH INNER DRIVING PLATE.
- 11 CLUTCH INNER CENTER DRIVING PLATE.
- 11^A CLUTCH OUTER CENTER DRIVING PLATE.
- 12 CLUTCH OUTER DRIVING PLATE.
- 13 CLUTCH FRICTION PLATES.
- 14 CLUTCH FRICTION FACING AND RIVETS.
- 21 CLUTCH INNER BEARING.
- 22 CLUTCH PINION.
- 23 CLUTCH OUTER BEARING.
- 24 CLUTCH SHAFT END PLATE.
- 25 CLUTCH INNER BEARING CARRIER.

- 26 CLUTCH INNER BEARING RETAINER RING.
- 27 CLUTCH PINION RETAINER RING.
- 28 CLUTCH OUTER BEARING CARRIER.
- 29 CLUTCH OUTER BEARING RETAINER RING.
- ~~40 CLUTCH CENTER PLATE RELEASE SPRINGS.~~
- ~~41 INNER CENTER DRIVING PLATE RELEASE PLUNGERS.~~
- ~~42 OUTER CENTER DRIVING PLATE RELEASE PLUNGERS.~~
- ~~43 CLUTCH ADJUSTING PLUGS.~~
- ~~44 CLUTCH ADJUSTING BOLTS.~~
- ~~45 CLUTCH ADJUSTING PLUGS.~~
- 47 CLUTCH RELEASE SPRINGS - OUTER DRIVING PLATE.
- 48 CLUTCH RELEASE SPRING STUDS - OUTER DRIVING PLATE.
- 49 CLUTCH RELEASE SPRING ADJUSTING NUTS.
- 50 CLUTCH RELEASE SPRING GUIDE CUPS.
- 51 CLUTCH ADJUSTING SHIMS.
- 52 CLUTCH INNER PLATE RETAINER SCREWS.

THE AJAX MANUFACTURING CO.
EUCLID BRANCH P. O.
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ADJUSTMENT

THE CLUTCH MUST RELEASE PROMPTLY A MINIMUM OF $\frac{3}{8}$ " AS MEASURED THROUGH HOLES NEAR SPRING STUDS (48), WHEN AIR IS EXHAUSTED. IF QUICK MOVEMENT DOES NOT RESULT FROM ADJUSTMENT OF RELEASE SPRINGS (47) INVESTIGATE.

WHEN CLUTCH TRAVEL EXCEEDS $\frac{5}{8}$ ", IT SHOULD BE REDUCED TO $\frac{3}{8}$ " BY LOOSENING TIE BOLTS (9) AND UNSCREWING AND REMOVING SHIMS (51) OF SUFFICIENT THICKNESS FROM DRIVING RING (8). SCREW REMAINING SHIMS IN PLACE, AND TIGHTEN NUTS ON TIE BOLTS (9). THEN RELEASE SET SCREWS (44) AND BACK OUT PLUGS (45) A DISTANCE EQUAL TO THICKNESS OF SHIMS REMOVED. ENGAGE CLUTCH WITH USUAL AIR PRESSURE, AND ADJUST PLUGS (45) STENCILED 'L' SO THAT MOVEMENT OF OUTER CENTER DRIVING PLATE (11^A) AS MEASURED BETWEEN HEADS OF ADJUSTING BOLTS (48) AND EDGE OF PLUGS (45) IS $\frac{1}{4}$ " (SEE FIG. 'L'), AND ADJUST PLUGS (45) STENCILED 'S' SO THAT MOVEMENT OF INNER CENTER DRIVING PLATE (11) AS MEASURED BETWEEN HEADS OF ADJUSTING BOLTS (46) AND EDGE OF PLUGS (45) IS $\frac{1}{8}$ " (SEE FIG. 'S'). THEN LOCK POSITION OF PLUGS (45) WITH SET SCREWS (44) ENGAGING SCREWS IN NEAREST SLOT PROVIDED IN PLUGS (45).

FOR DISASSEMBLY

- 1- REMOVE INNER PLATE RETAINER SCREWS (52).
- 2- REMOVE NUTS AND LOCK WASHERS FROM CLUTCH TIE BOLTS (9).
- 3- BLOCK UP GEAR RIM BY WEDGING BENEATH.
- 4- DISCONNECT UNION IN AIR PIPE AND REMOVE DISTRIBUTOR CAP (4).
- 5- REMOVE CLUTCH TIE BOLTS (9), LEAVING TOP TWO HALF WAY IN HOLES, SLIDE OUTER CLUTCH FLANGE (3) OUT HORIZONTALLY UNTIL IT CAN BE LIFTED.
- 6- SLIDE CLUTCH PLATES OUT OF DRIVING RING (8).
- 7- TO REMOVE ANNULAR PISTON FROM CYLINDER, BACK OFF THE RELEASE SPRING ADJUSTING NUTS (49). FIRST NOTING WHERE THEY WERE SET. REMOVE OUTER DRIVING PLATE (12) FROM OUTER CLUTCH FLANGE (3). 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 CUP PACKING (6) WITH HOLES MATCHING, INSTALL PISTON (5) AND SCREW ASSEMBLY TOGETHER INSIDE CYLINDER.

FOR COMPLETE DISASSEMBLY OF CLUTCH FROM SHAFT.

- 8- REMOVE SHAFT END PLATE (24), AND SCREWS FROM CLUTCH PINION RETAINER RING (27), USE SET SCREWS IN TAPPED HOLES OF PINION RETAINER RING (27) TO MOVE IT AWAY FROM PINION (22) THEN BY PRYING OR WEDGING BEHIND PINION RETAINER RING (27) REMOVE INNER RACE OF OUTER BEARING (23) AND CLUTCH PINION RETAINER RING (27).
- 9- PULL PINION (22) WITH STUDS AND A CLAMP ACROSS SHAFT END.
- 10- REMOVE GEAR RIM (1206) BY REMOVING SCREWS THROUGH INNER FLANGE (2)
- 11- UNSCREW INNER BEARING RETAINER RING (26), REMOVE IT AND CLUTCH FLANGE (2).
- 12- SLIDE INNER BEARING CARRIER (25) AND INNER BEARING (21) FROM SHAFT.
- 13- CAUTION:

WHEN REASSEMBLING BE CERTAIN TO DRIVE CLUTCH PINION (22) TIGHT HOME. ALL SCREW HEADS INSIDE OF CLUTCH MUST BE WIRED AND TACK WELDED. THIS IS VERY IMPORTANT.

LUBRICATION

THE INNER FLYWHEEL BEARING (21) AND THE 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 THE CLUTCH.

AIR PRESSURE REGULATION

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

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