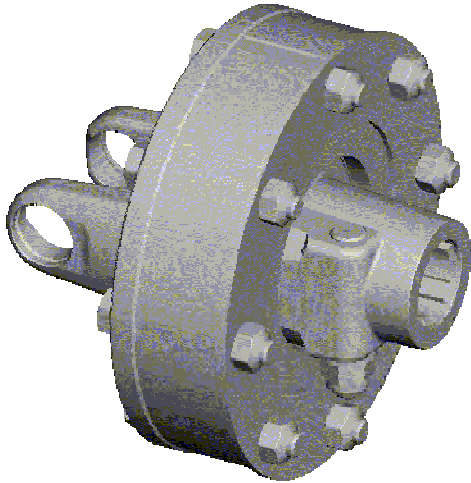


# Model FT FRICTION CLUTCH



Note: The torque setting is stamped on the face of the flange yoke between the bolts.



## DISASSEMBLY



Remove the taper pin.

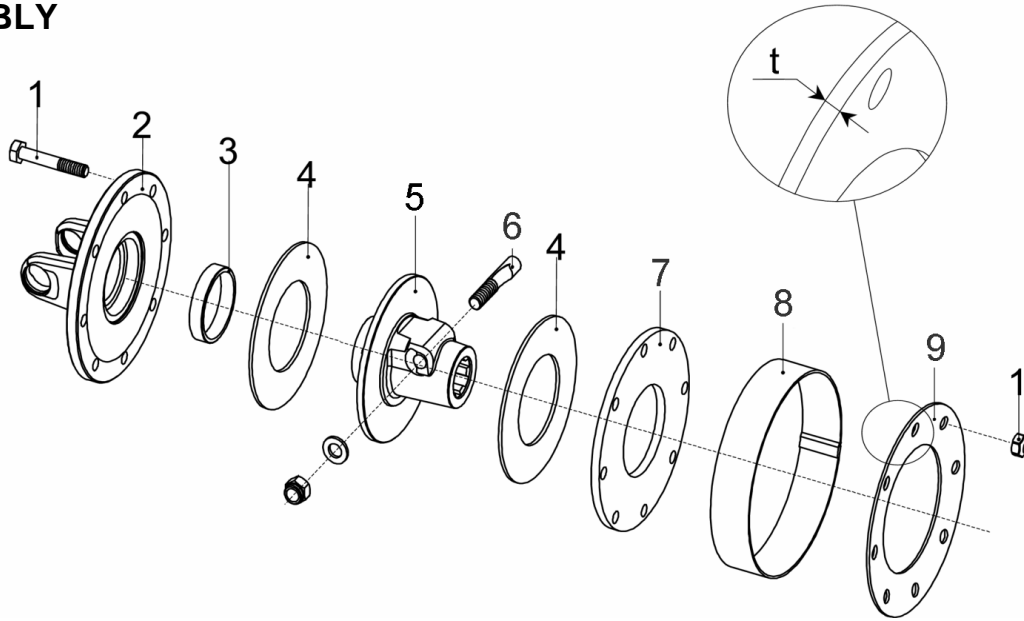


Loosen the bolts evenly and progressively (i.e. do not remove each nut completely in sequence) to uniformly reduce the spring load.

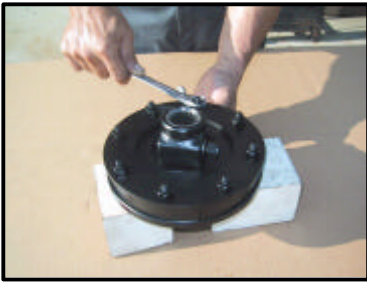


Disassemble the clutch completely.  
Check the condition of all components.  
New friction linings are 3.2 mm thick. Replacement is recommended when linings wear below a thickness of 2.5 mm.  
Clean up the metal contact surfaces with brake cleaner and a wire brush, if necessary.

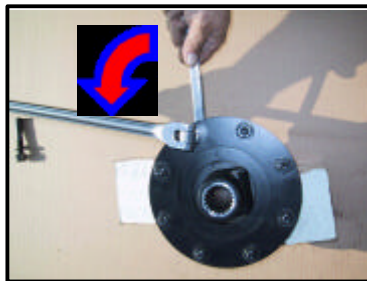
## ASSEMBLY



Install the bushing (3) in the flange yoke (2).  
Assemble the other parts of the clutch as shown in the picture above.  
Avoid contamination of the surfaces with any oil or grease.



Install the eight bolts.  
Tighten the nuts until they contact the spring.  
Tighten the bolts progressively (i.e. one turn each at a time) in order to compress the spring uniformly.



Tighten the bolts until the band (8) is firmly pressed between the flange yoke (2) and spring (9). Back each screw off by 1/4 turn. This will set the compression of the spring to the proper height.

Re-insert the taper pin into the hub.

After new linings are installed, the torque setting will be low until the linings “seat” against the metal plates. After the first few slips, the torque should rise to the nominal setting