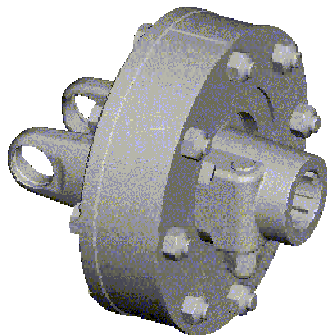


Slipping the Model FT Friction Clutch

Pik Rite Service Bulletin #PR030405



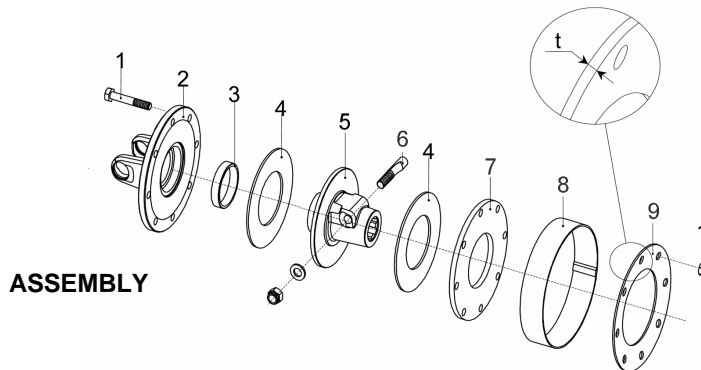
**Model FT
Friction Clutch**

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

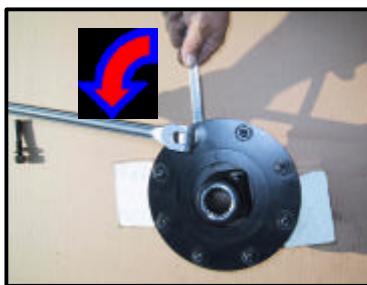


Loosen the bolts evenly and progressively (i.e. do not remove each nut completely in sequence) to uniformly reduce the spring load, 2 or 3 full turns.

To slip the clutch, spin the driveshaft and verify that the clutch plates have been released. The implement drive should not spin when the driveshaft is spun. If it does, loosen the clutch bolts further and repeat the procedure.



After assuring the clutch plates have slipped, 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.

PREPARING THE SPREADER

CHECKING TIRES

1. Check tires daily for damage or noticeably low pressure.
2. Repair any cuts or breaks as soon as possible.
3. Protect tires from exposure to sunlight and petroleum products or chemicals.



SLIPPING THE CLUTCH, WALTERSHIED

Before initial operation and after long periods of inactivity, the clutch must be slipped to prevent the friction plates from sticking. This is done as follows:

1. Tighten all 4 nuts (A) uniformly until the spring load is low enough that the clutch slips freely with the PTO engaged.
2. Turn nuts fully back. Clutch is ready for use.

