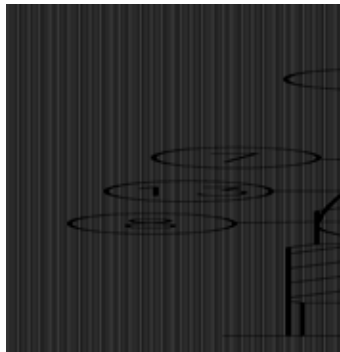


GOIZPER S. COOP.

MECHANICAL CLUTCH SERIE 3.85 MOUNTING AND MAINTENANCE INSTRUCTIONS

The clutch consist of the following parts:

- 1.- HUB
- 2.- HOUSING
- 3.- INTERNAL FRICTION DISC
- 4.- EXTERNAL FRICTION DISC WITH ORGANIC LININGS
- 5.- LATERAL FLANGE
- 6.- LATERAL FLANGE
- 7.- LEVER
- 8.- DOWEL PIN
- 9.- SLIDING SLEEVE
- 10.- BRONZE ACTUATOR RING
(available for delivery on request)
- 11.- REGULATION NUT
- 12.- LOCKING SCREW
- 13.- SPRING
- 14.- ELASTIC RING



SIZE	18	25	36	55	75	76
TORQUE (Nm)	1800	2560	3600	5500	7500	11000
DISC (4) NUMBER	1	2	1	2	2	3

1. DESCRIPTION

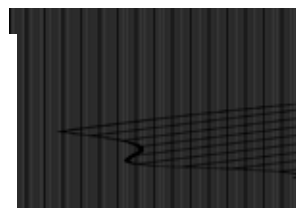
The external discs (4) are logged to the interior teeth of the housing (2). The internal discs (3) (when the clutch is provided with 2 or 3 external discs) and the lateral flanges (5 and 6) are adjusted to the external teeth of the hub (1).

The clutch engagement is obtained by the pressure applied (by hand or by means of a fluid) on the bronze actuator ring (10). This operation forces the sliding sleeve (9) over the three pivoting levers (7), which compress the discs pack against the regulation nut (11), giving friction drive.

The spring action of the levers compensates for a certain amount of discs wear, reducing the frequency of adjustments.

2. MOUNTING AND REGULATION

- First, check that both operating shafts are well aligned in order to avoid an abnormal heating in the engaged position.
- Then, fix the housing and the hub to prevent any axial movement. Check that the housing turns smoothly.
- In order to ensure a smooth operation, the bronze actuator ring must transmit the effort symmetrically to the sliding sleeve (9). Once the unit is engaged, there is normally no axial force on the sliding sleeve (9). The positions engaged / disengaged of the lever should be clearly defined by stops. This way, the danger of the clutch being partially engaged / disengaged is avoided and thus an overheating, power loss or slipping prevented. At these both positions, the bronze actuator ring should be free from load.
- These clutches are for dry operation and therefore it is important to avoid humidity and keep the friction surfaces free from oil and grease.
- After the mounting check the correct engagement of the clutch. If it fails, the compression of discs pack should be adjusted with the regulation nut (11):
 - This nut is fixed in its position with a locking screw (12).
 - In order to increase the transmissible torque, turn the nut (11) right-hand.
 - To decrease the torque, turn the nut (1) left-hand.
 - The regulation is correct when the torque is transmitted without slipping and the housing rotates free without effort.
- In the engaged position, the levers must be in the cylindrical part of the sliding sleeve. If the levers remain in the sloped part, the regulation is too tight or the stroke of the sliding sleeve is too short. The clutch can't transmit the required torque and the axial force on the sliding sleeve (9) causes an overheating and excessive wear of the bronze actuator ring.



3.- MAINTENANCE

- The mechanical clutches require a readjustment to compensate the wear of the friction discs. Make this adjustment with the nut (11), following the steps specified in the regulation section. Worn discs must be replaced with new ones when necessary. There are two methods of carrying out this operation:
 - a) Extract the pins (8) and remove the levers (7) and the discs. Replace the discs and mount again the levers with its pins.
 - b) Remove the bronze actuator ring (10) and the sliding sleeve (9). After that, loosen the locking screw (12) and extract the regulation nut, remove and replace the discs. Fasten and fix again the regulation nut and mount the sliding sleeve and the bronze actuator ring.
- To minimize the wear of the bronze actuator ring, keep well greased the surface between ring (10) and the sliding sleeve (9).

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