

Re-gap Adjustment Procedure

Service & Installation Instructions

P-0330-WE
819-0545



When to remove shim:

When a clutch has worn to the extent that the existing air-gap is too large to allow for complete clutch engagement (clutch may engage easily when cold but has problems engaging when hot), the brake shim can be removed to restore air gap and allow the clutch to continue to function. (With engine off, key removed and clutch disengaged)

After verifying that proper voltage and current are supplied to the clutch as outlined by the operator's manual, proceed with procedure outlined below.

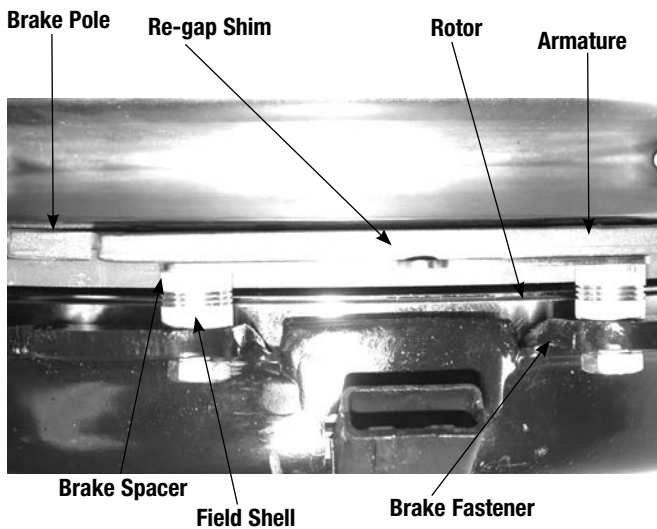


Figure 1

Procedure:

⚠ WARNING Consult the operator's manual for all related procedures & safety practices.

Using a pneumatic line, blow out any debris from under the brake pole and around the aluminum spacers.



Figure 3

1. Loosen both brake mounting bolts 1/2 to 1 full turn as shown below. (Figure 3)

⚠ WARNING Do not remove brake pole from field shell/armature - brake pole tracks match with clutch off and brake on and need to continue to match after shim is removed to ensure proper brake torque.



Figure 4

2. Using needle nose pliers, or by hand, take hold of the tab and remove shim (do not discard shim until proper clutch function has been confirmed). (Figure 4)

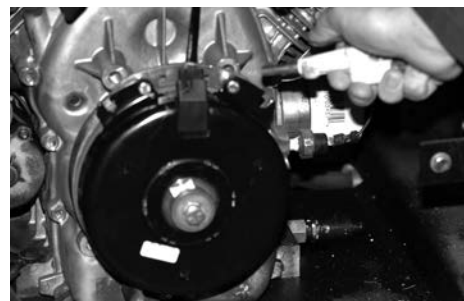


Figure 2

3. Using a pneumatic line, blow out any debris from under the brake pole and around the aluminum spacers. (Figure 2)
4. Re-torque each bolt (M6 X 1) to 10 ft-lbs +/- .5 ft-lbs.
5. Using a .010 thick feeler gage, verify that a gap is present between the rotor and armature face on both sides of the brake pole as shown. (Figure 5 and 6)



Figure 5



Figure 6

- If the gap is less than .010, then reinstall the shim and follow the trouble shooting procedure outlined in Warner Electric P-1177-WE installation trouble shooting guide available on Warner Electric website-www.WarnerElectric.com and consult owner's manual.
- If sufficient gap is present, then proceed to safety check outlined below.

6. **PERFORM SAFTY CHECK:** Observe deck from position on mower seat with engine running to be certain deck is not engaged with PTO switch "off" and clutch de-energized. From same position, engage and disengage the PTO switch 10 consecutive times to ensure proper function of the clutch.

- If clutch still does not engage, then follow the trouble shooting procedure outlined in Warner Electric P-1177-WE installation trouble shooting guide available on Warner Electric web site-www.WarnerElectric.com and consult owner's manual.

⚠CAUTION If clutch was removed from the tractor, be sure to torque the mounting bolt to the specified torque value:

Thread Size	Grade Class	Torque lb-ft	Torque N-M
3/8-24 UNF	Grade 8	45-49 lb-ft	61-66 N-M
7/16-20 UNF	Grade 5 or 8	55-60 lb-ft	75-81 N-M
M 10X 1.5	Class 10.9	40-48 lb-ft	55-65 N-M

Above values are for dry (unlubricated) assemblies.

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4578 East Park 30 Drive
Columbia City, IN 46725
888-274-3718