

<b>ATHP</b>	<b>Air-tube Holding Plate:</b> A Plate having a cavity which houses the air-tube.	<b>DAF</b>	<b>Driving Adapter Flange:</b> A driving ring connecting the driving adapter and the clutch's driving ring.
<b>AT</b>	<b>Air-tube:</b> Actuating member, full circle polyester reinforced neoprene tube.	<b>DI</b>	<b>Ductile Iron:</b> Nodular cast iron, a semi-steel.
<b>AT/P</b>	<b>Air-tube Pancake Style:</b> Air-tube which does not have center hole as in regular air-tube.	<b>DSCP</b>	<b>Ductile Slotted Center Plate:</b> A ductile, cast iron center plate that has thermal growth slots in the plate to allow for thermal growth of center plate.
<b>AT/S</b>	<b>Air-tube Split:</b> A regular air-tube that is split radially for temporary replacement of a regular air-tube. This has a comparatively short life expectancy.	<b>DGP</b>	<b>Ductile Center Plate:</b> Center plate made of ductile iron (Nodular cast iron).
<b>ALD</b>	<b>Axial Locking Device:</b> This device axially locks two shafts together without transmitting torque. Its primary use is in attaching a sleeve bearing motor to an axially located pinion shaft.	<b>DR</b>	<b>Driving Ring:</b> Unit's outer housing. Transmits torque from friction discs.
<b>BP</b>	<b>Back Plate:</b> The retaining plate on the opposite end of the clutch or brake unit. It is either bolted to the low inertia driving ring or the standard-special ventilated clutch hub.	<b>DMBP</b>	<b>Demountable Backplate:</b> A removable backplate which allows access from rear of unit.
<b>CCB</b>	<b>Combination Clutch Brake</b>	<b>E to P</b>	<b>Current to Pneumatic Transducer</b>
<b>CI</b>	<b>Cast Iron:</b> Iron material with sufficient carbon so it is not malleable at any temperature.	<b>FD</b>	<b>Friction Disc:</b> Molded friction elements.
<b>C/P</b>	<b>Center Plate:</b> This plate is of metal and has a gear tooth spline or other driving system on the internal diameter of the plate that meshes with the clutch or brake hub.	<b>F/P</b>	<b>Floating Plate:</b> Similar to Center Plate, next to the pressure plate.
<b>CWJ</b>	<b>Center Water Jacket:</b> This is a two wear sided water jacket assembly that is splined on the outside diameter. This part is used in a water cooled clutch or brake of more than one drive plate.	<b>FWJ</b>	<b>Floating Water Jacket:</b> Similar to Center Water Jacket. Located between pressure plate and drive plate assembly.
<b>CWP</b>	<b>Copper Wear Plate:</b> Copper disc mounted to a water jacket.	<b>FP</b>	<b>Friction Puck:</b> Segmented friction element used on drive plate assemblies.
<b>DA</b>	<b>Driving Adapter:</b> A device to bolt a standard ventilated type clutch driving ring to a shaft.	<b>G1S</b>	<b>Friction Disc:</b> Grooved one side.
		<b>G1SSH</b>	<b>Friction Disc:</b> Grooved one side with spring holes.
		<b>G2SBB</b>	<b>Friction Disc:</b> Grooved two sides back to back.
		<b>G2SBBSH</b>	<b>Friction Disc:</b> Grooved two sides back to back with spring holes.
		<b>G2SSSH</b>	<b>Friction Disc:</b> Grooved two sides staggered with spring holes.

# Glossary Of Terms

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**GID**     **Friction Disc:** Grooved on inside diameter.

**GPM**     **Gallons Per Minute**

**HUB & ATHP**     **Hub and Air-tube Holding Plate:** Special one piece design.

**HC**     **High Coefficient Friction**

**HS**     **High Speed:** Special air-tube designed for high speed applications.

**HT**     **High Torque:** Clutch design with pancake air-tube.

**HUB & BP**     **Hub and Backplate:** Special one-piece design.

**HUB**     **Hub:** Splined tooth gear, keyed to the shaft.

**LC**     **Low Coefficient Friction**

**L/T**     **Low Temperature:** Special air-tube designed for low temperatures down to -40° F.

**LPM**     **Liters Per Minute**

**MR**     **Marine Reverse:** Special Standard Vent Clutch.

**NC**     **National Course:** Thread type.

**NF**     **National Fine:** Thread type.

**NPT**     **National Pipe Thread:** Thread type.

**OBS**     **Obsolete:** Discontinued part.

**OSO**     **Obsolete Service Only:** Discontinued service.

**PLI**     **Pounds Per Linear Inch**

**PLK**     **Positive Lock:** Special unit allowing direct drive between air-tube holding plate and the ring in case of air-tube failure.

**QRV**     **Quick Release Valve:** Springless exhausting air valve.

**QCRG**     **Quick Change Ring:** A driving ring connecting the driving adapter and the clutch's driving ring used for quick access to clutch's internal parts.

**RCS**     **Roto Coupling Spider:** A clutch air manifold, with its center tapped to accept a roto coupling.

**RC**     **Roto Coupling:** An air rotary union having a hollow shaft in bearings located within a stationary housing to allow for a supply hose connection without twisting the air hose.

**TSCP**     **Thin Slotted Center Plate:** This center plate is similar to the DSCP but is of the thin, usually nonventilated center plate design.

# Parts List and Assembly Drawing Numbers

## Clutches and Brakes

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### Group Number

6	Clutch
7	Brake

### TYPE OF UNIT Clutches

When Unit Number is (6)  
Use These Numbers

0	Low Inertia
1	Standard Ventilated
2	Special & Super Vent.
3	Kopper Kool
4	Water Cooled
5	Mechanical
6	Tooth Clutch
7	Power Take Off
8	E.P.
9	Other Than Above

### Brakes

When Unit Number is (7)  
Use These Numbers

0	Low Inertia
1	Spring Set
2	Motor Brake
3	Kopper Kool
4	Water Cooled
5	Spot or Caliper
6	Band Brake
7	Tandem Mount
8	E.P.
9	Other Than Above And Combo Clutch/Brake

### Size of Unit

01	Less Than 2"
02	
03	
04	4"
05	5"
06	6"
07	7"
08	8"
09	9"
10	10"
11	11"
*	*
*	*
*	*
00	Cannot Be Classified In Two Digits

Note: "H" Clutches are indicated by next inch size up from actual size, i.e., 31 = 30H Unit.

15	14H
19	18H
25	24H
31	30H
37	36H

### Sequential Numbers

#### Numbers of Plates

1	1 Plate
2	2 Plate
3	3 Plate
4	4 Plate
5	5 Plate
6	6 Plate
7	7 Plate
8	8 Plate
9	9 Plate
0	Other Than Above

#### Type of Air Tube

0	No Air Tube
1	Regular
3	High Speed
4	Pancake
5	Low Temperature
8	Diaphragm
9	Other Than Above Or Any Of Above When an Assembly Drawing No.

### Origin

0	U.S.A.
1	English
2	Metric
3	Mixed
4	Drum Type
5	
6	
7	
8	Deleter
9	Indicates An Assembly Drawing No.

### Sequential Numbers

00-99

Use this chart only to interpret a part number issued by Wichita Clutch. Do not use it to determine your own part number.

# The Advantages of Genuine Wichita Replacement Parts

When you specify genuine replacement parts from Wichita Clutch, you automatically expect more... and get more. Especially better performance, longer life, and the peace of mind that comes with knowing that you are working with the industry's proven leader.

We have years of experience in building value into every Genuine Wichita Replacement Part. Our parts, made with quality materials and leading-edge technology, are long lasting, resulting in lower life cycle costs, they also fit precisely to give you the assurance of trouble-free performance.



## Longer Warranty

We have over 60 years of experience in building value into every Genuine Wichita Replacement Part. Our parts, made with quality materials and leading-edge technology, not only last longer than the competition, resulting in lower life cycle costs, they also fit precisely to give you the assurance of trouble-free performance. That's why we can confidently offer you the very best warranty in the business...  
3 years on airtubes and 2 years on all other components.

## Faster Delivery

To help you lessen downtime problems, we've recently established new methods and procedures that will get Genuine Replacement Parts to you quicker than ever before. Over 600 of our parts can now be shipped within 24-hours of your order or are available off-the-shelf from your local distributor.

## Competitive Pricing

The good news is you don't have to pay a premium price for all the product and service advantages of Genuine Wichita Replacement Parts. You'll find our prices to be very competitive with any of the companies offering imitation replacement parts.

## Better Service

The expertise of your local distributor could be the difference between getting your machine up and running fast, or standing idle. Your local Wichita distributor is a power transmission specialist, trained and experienced in how to best maintain and repair equipment. Call 800-964-3262 for a FREE equipment check-up.