DUAL CLUTCH

Removal and Installation **5A—41—44**

Special Tools: Aligning Tool (12097)
Height Gauge (12096)

Removal

1. Split the tractor between the engine and the clutch housing, Part 3A.

NOTE: The clutch may be removed from the flywheel in either of two ways: as a complete assembly, or each piece independently. Use of the aligning tool (12097) will help support the unit in either method.

2. Scribe marks on each of the pressure plates and clutch covers and flywheel.
3. Remove the six bolts evenly.

NOTE: If removed in this manner, it will be necessary to recompress the clutch assembly to disassemble.

Alternate Method of Removal

4. Scribe marks as described above.
5. Remove the cotter pins, washers and pivot pins from the clutch release levers.
6. Remove the six bolts evenly.
7. Remove the clutch covers, pressure plates, diaphragm springs and discs individually.

Examination

- Measure the distance from the clutch disc surface to the rivet head.
  Allowable Limit ..... 0.3 mm (0.012")
  (Rivet recess)
- Check the discs for glazing.
- Check the disc hubs for looseness and spline wear.
- Check the pressure plates for wear, warpage and cracks. Plates may be resurfaced up to 0.76 mm (0.030"), if worn or warped (each plate surfaced will progressively lessen pressure on the clutch discs).
- Inspect the diaphragm springs for indications of overheating. Replace if clutch indicates signs of slipping or considerable wear. Springs are identical.
- Check the flywheel surface for wear. Up to 0.76 mm (0.030") may be removed from the surface of the flywheel if a corresponding amount is removed from the clutch mounting shoulder.
- Inspect the flywheel pilot bearing. Replace if required.
- Release lever to the linkage bar and linkage bar to the main pressure plate pivot pins are floating and held in place by notches in the main clutch cover. They can be removed for inspection any time after the cover is removed.