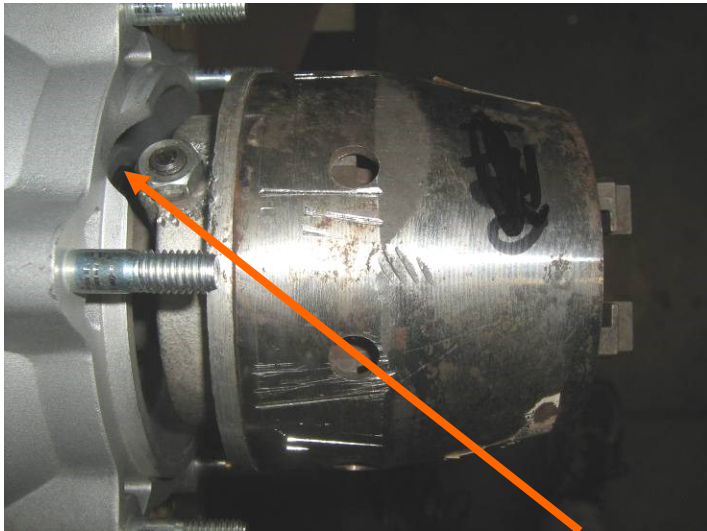


**BCS CLUTCH REPLACEMENT
“HEAVY-DUTY CONE CLUTCH”
SWITCHING FROM OLD TYPE CLUTCH MOUNTING TO
NEW TYPE CLUTCH MOUNTING**

(Note: If you already have a clutch with “NEW TYPE” mounting (manufactured 2007 or later, evidenced by lack of the “set screw & jam-nut” shown in figure #1), DISREGARD figures #1 through #14, and refer to text in figure #19 [second paragraph] for REMOVAL of a “New Style” clutch)



#1. AFTER REMOVING ENGINE FROM TRACTOR (QTY 6: 13MM NUTS), ROTATE CLUTCH TO LINE UP JAM-NUT & SET-SCREW WITH CUTOUT IN ENGINE MOUNTING FLANGE



#2. LOOSEN JAM-NUT WITH 13MM SOCKET



#3. LOOSEN ALLEN-HEAD SET SCREW WITH 4MM ALLEN WRENCH



#4. REMOVE CLUTCH FROM ENGINE SHAFT



#5. REMOVE KEY FROM CRANKSHAFT



#6. REMOVE THRUST WASHER FROM CRANKSHAFT



#7. REMOVE QTY. 4 BOLTS HOLDING ENGINE MOUNTING FLANGE TO ENGINE (9/16")



#8. REMOVE ENGINE MOUNTING FLANGE FROM ENGINE



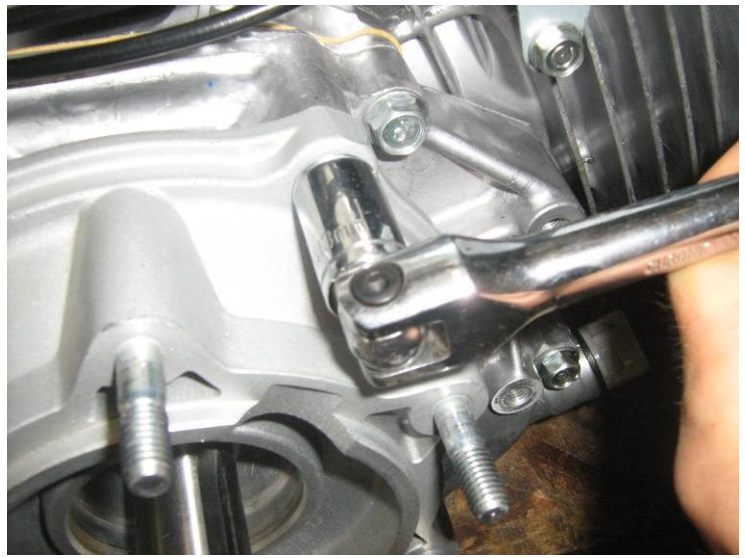
#9. SELECT PIECE OF PIPE, SOCKET, ETC. TO FIT IN BACK OF ENGINE MOUNTING FLANGE, UP AGAINST THRUST BEARING



#10. DRIVE BEARING OUT OF ENGINE MOUNTING FLANGE



#11. DISCARD OR RECYCLE BEARING, KEY AND THRUST WASHER (NOT NEEDED FOR NEW STYLE CLUTCH)



#12. RE-MOUNT ENGINE MOUNTING FLANGE AND REINSTALL QTY.4 BOLTS, RETIGHTEN.



#13. NEW STYLE CLUTCH INCLUDES (FROM LEFT): CLUTCH, SPLIT TAPER-LOCK BUSHING, AND SPACER. MAY ALSO INCLUDE AN ALLEN WRENCH.



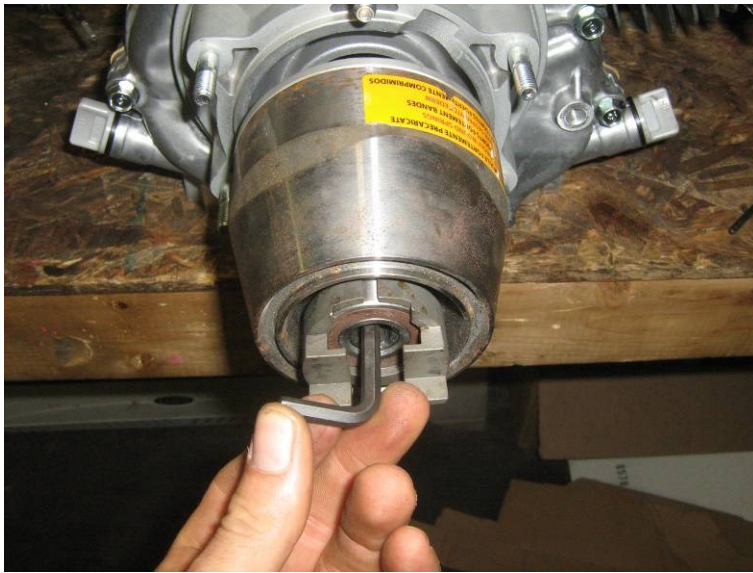
#14. SLIDE SPACER ONTO ENGINE CRANKSHAFT



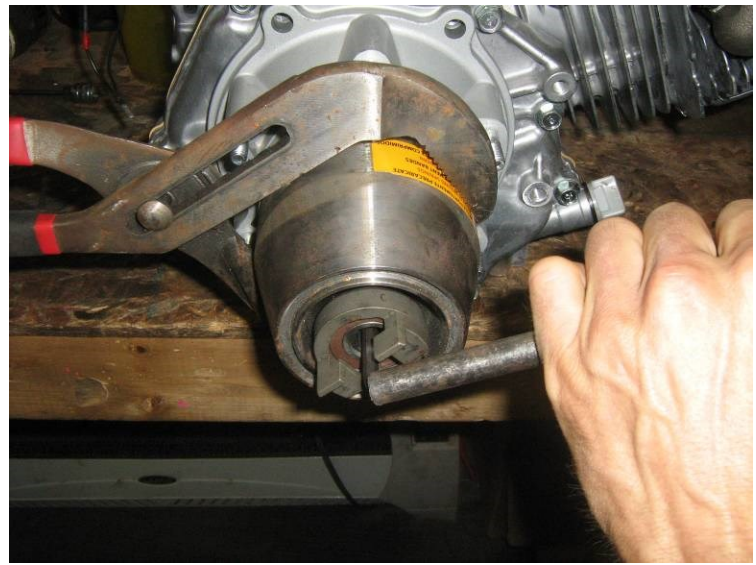
#15. SLIDE SPLIT TAPER-LOCK BUSHING ONTO CRANKSHAFT, BIG END FIRST



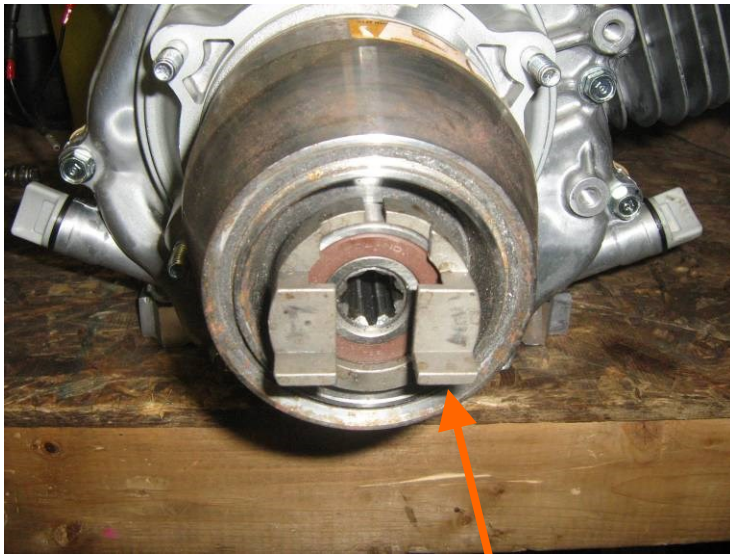
#16. SLIDE NEW CLUTCH ONTO ENGINE CRANKSHAFT



#17. USE ALLEN WRENCH (7/32" OR 1/4", DEPENDING ON CLUTCH MODEL) TO THREAD BOLT INSIDE CLUTCH ONTO CRANKSHAFT (NOTE: DO NOT USE AN ALLEN WRENCH WITH A "BALL END" ON THE TIP!!!)



#18. USING CHANNEL-LOCK PLIERS, STRAP-WRENCH, PIPE WRENCH, ETC. TO KEEP CLUTCH FROM TURNING, PUT A LEVERAGE PIPE (OR A VISE-GRIP) ON ALLEN WRENCH AND SECURELY TIGHTEN CLUTCH TO 30 FOOT-POUNDS (360 INCH-POUNDS).

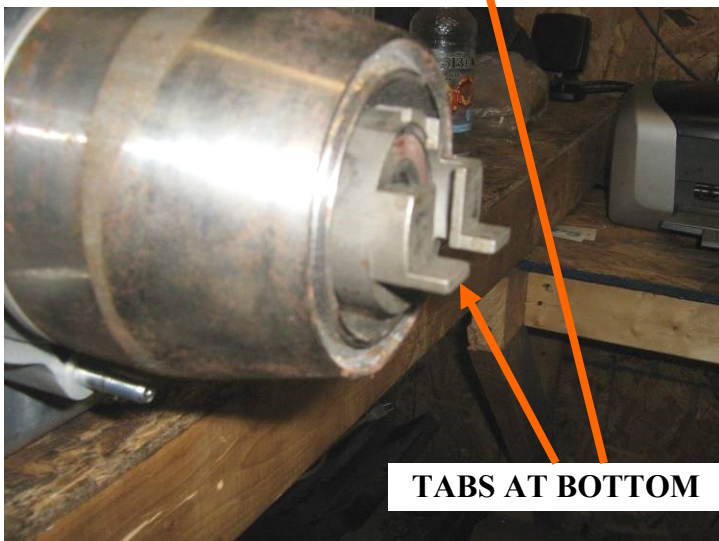


#19. PROPERLY INSTALLED CLUTCH.

IMPORTANT NOTE:

WHEN RE-INSTALLING ENGINE ONTO TRACTOR, MAKE SURE THROWOUT BEARING SHIELD IS ARRANGED AS PICTURED: WITH TABS AT BOTTOM!! THESE TABS SLIDE UNDER CLUTCH FORK IN TRANSMISSION TO KEEP SHIELD FROM TURNING.

IF YOU EVER NEED TO REMOVE THE NEW TYPE CLUTCH FOR SERVICING, SIMPLY LOOSEN AND BACK OUT THE ALLEN-SCREW INSIDE CLUTCH UNTIL IT STOPS, THEN, HOLDING CLUTCH TO KEEP IT FROM TURNING, CONTINUE BACKING OUT THE SCREW. THE HEAD OF THE SCREW WILL "PUSH" THE CLUTCH OFF THE SPLIT TAPER-LOCK BUSHING. THEN FINISH BACKING OUT THE SCREW AND REMOVE THE CLUTCH.



TABS AT BOTTOM

AFTER INSTALLING A NEW CLUTCH, THE CLUTCH CABLE MAY NEED TO BE RE-ADJUSTED. PROPER ADJUSTMENT IS: SET CABLE WITH MINIMUM AMOUNT OF TENSION NECESSARY SO THAT WHEN CLUTCH HANDLE IS FULLY SQUEEZED, TRACTOR COMES TO A FULL STOP. (ESSENTIALLY, YOU WANT THE MOST CABLE "FREE PLAY" YOU CAN GET, WHILE STILL HAVING THE CLUTCH DISENGAGE POWER WHEN FULLY SQUEEZED.) ADJUST USING HOLLOW BOLT / JAMNUT NEAR CLUTCH HANDLE (BACKING OUT INCREASES TENSION, SCREWING IN INCREASES FREE PLAY) BEFORE FOOLING WITH CABLE CLAMP DOWN BY CLUTCH FORK / ENGINE....ONLY DO THIS IF YOU RUN OUT OF ADJUSTMENT AT THE TOP END.

QUESTIONS? EARTH TOOLS: 502-484-3988