

Checking and Reconditioning of Clutch Plate

Types 220 and 220a

Operation No.
Ku 4

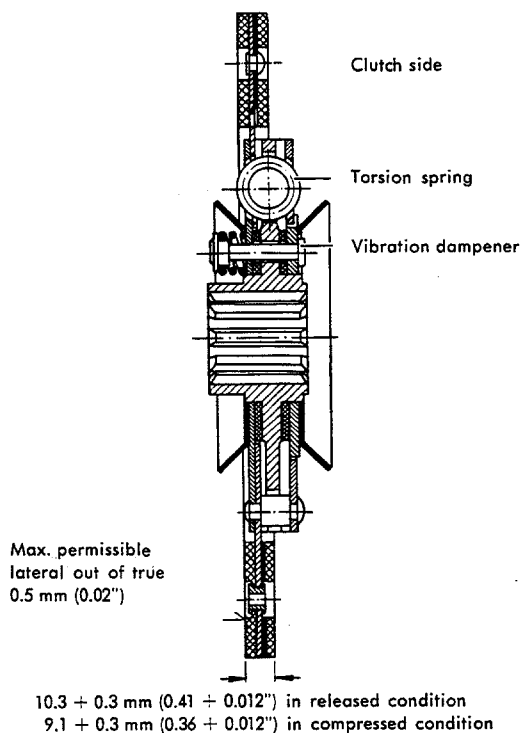


Fig. Ku 4/01

Procedure:

1. Check clutch plate and replace, if the splines in the hub are worn or the torsion springs and dampening are found to be defective. If any other part is broken or has worked loose, the clutch plate must also be replaced.

Torsion spring strength and friction moment are tested on a device shown in Fig. Ku 4/1.

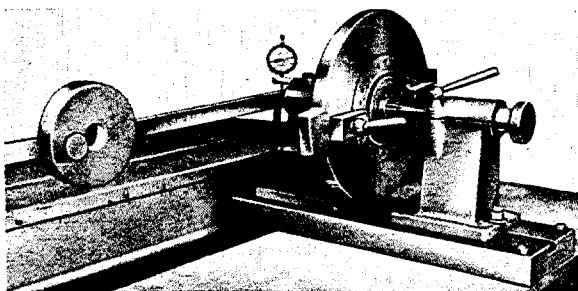


Fig. Ku 4/1

Torsion Spring Strength and Dampening:

Impact moment 16 mkg (116 ft.lb.)
Impact angle $\pm 5^{\circ} 15'$
Friction moment 1.5–2 mkg (10.5–14.5 ft.lb.)

2. Check clutch facing for wear and cracks.
Permissible wear = 1 mm (0.04") of total thickness of facing.
Replace worn, frayed and oily facings.
Clutch plates with frayed resilient sheet must also be replaced.
3. When refacing the clutch plate rivet the facings alternately to the metal sheet and the resilient sheet. The facings must not be secured with through rivets, but must be resilient in relation to each other (Fig. Ku 4/3).

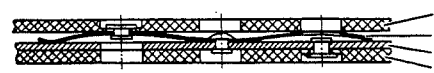


Fig. Ku 4/3

1 Metal sheet 2 Resilient sheet 3 Clutch facing

4. After the facings have been riveted on, check clutch plate for lateral out of true and straighten plate with a fork, if necessary (Fig. Ku 4/4). The facings must by no means be turned down!

Permissible lateral out of true: 0.5 mm (0.02").

When straightening the clutch plate proceed with great care so as not to damage the facing.

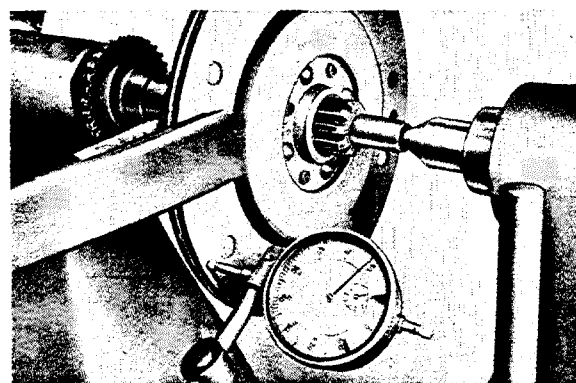


Fig. Ku 4/4