

# Clutch Actuating Mechanism

The clutch is actuated through the clutch pedal arm over a shaft. In the case of Type 220 the shaft is supported in two bushings in a tube that is welded into the frame side member.

In Type 220a the left end of the clutch pedal shaft is attached to the clutch pedal arm by means of a shaft plate, and the right end is supported in a bearing plate at the transmission by means of a ball. As the clutch pedal shaft of Type 220a is movably supported, the clutch actuating mechanism is independent of the end and side motions of the engine.

## Adjustment of Free Travel of Clutch Pedal

Type 220

Operation No.
Ku 5

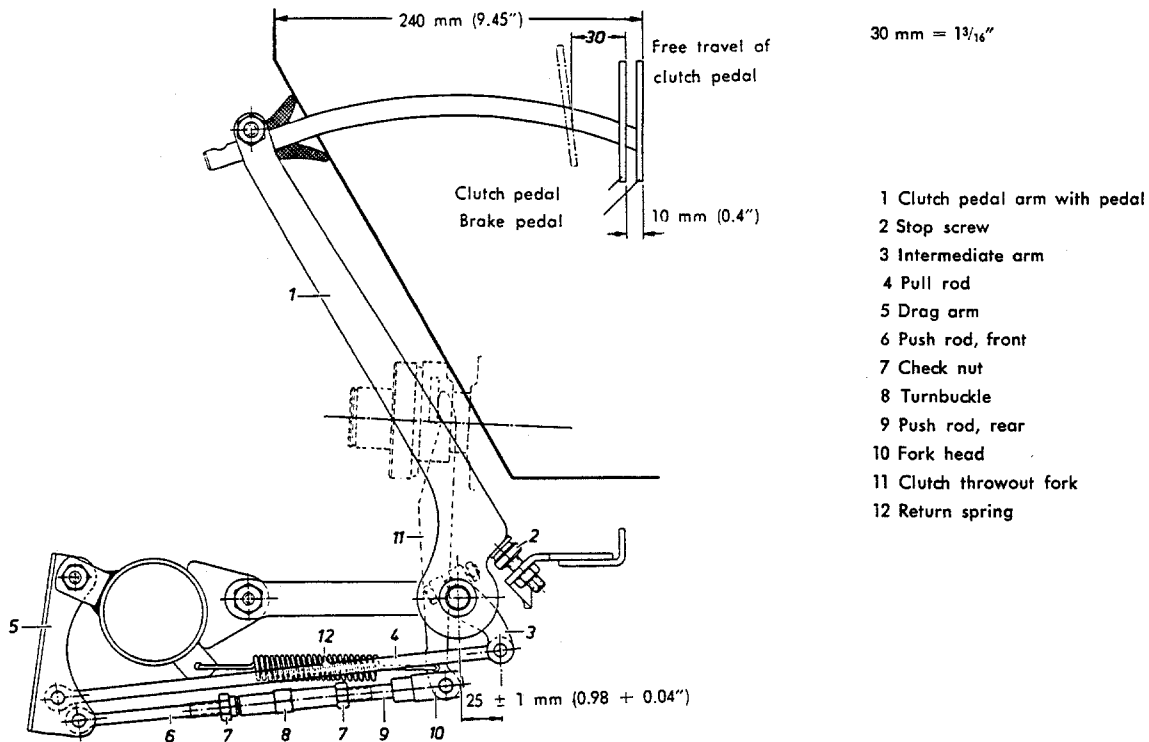


Fig. Ku 5/01

### Procedure:

1. As can be seen from Fig. Ku 5/01, in actual practice the clutch pedal is adjusted about 10 mm (0.4") deeper than the brake pedal, the distance between brake pedal and fire wall being 240 mm (9.45"). To correct the distance between clutch pedal and brake pedal, turn stop screw (2) in or out. Do not forget to tighten the check nut afterwards! With clutch pedal in correct position the distance between eyelet in intermediate arm

(3) and center of clutch pedal shaft should be  $25 \pm 1$  mm ( $0.98 \pm 0.04$ "). Excessive deviation can be corrected by shifting the intermediate arm on the splines of the clutch pedal shaft.

2. Loosen check nuts (7) at turnbuckle and adjust turnbuckle so that free travel of clutch pedal is 30 mm (1<sup>3</sup>/<sub>16</sub>"). After free travel has been adjusted, tighten the two check nuts again.