

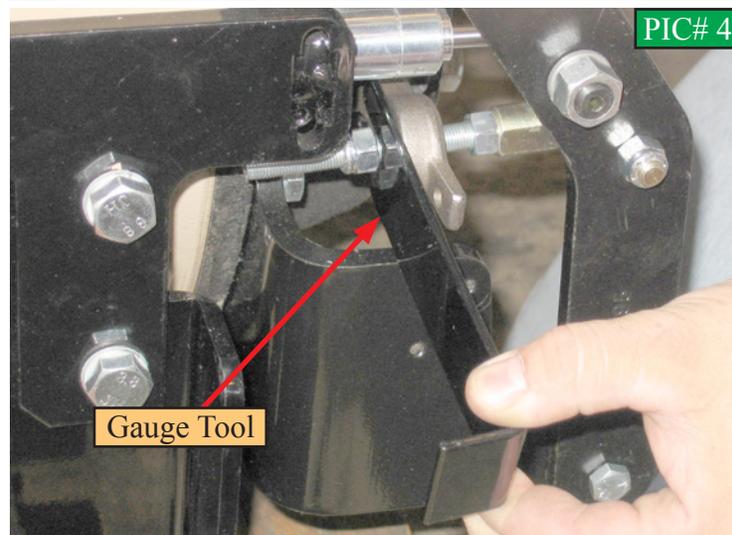
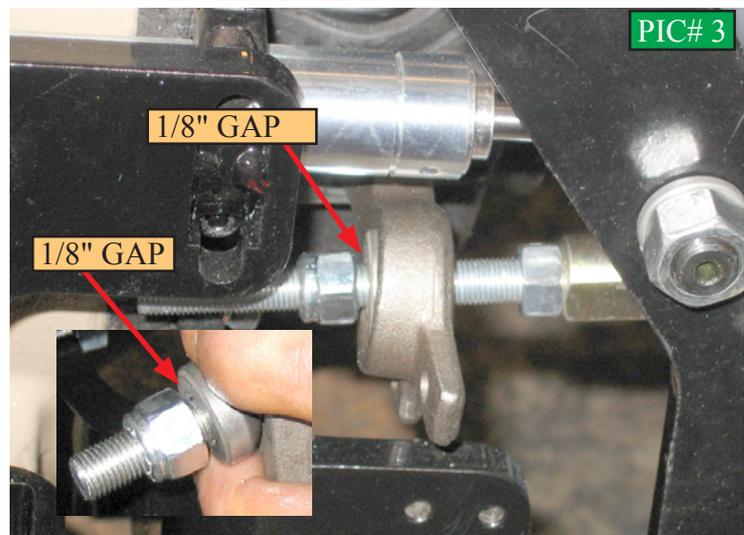
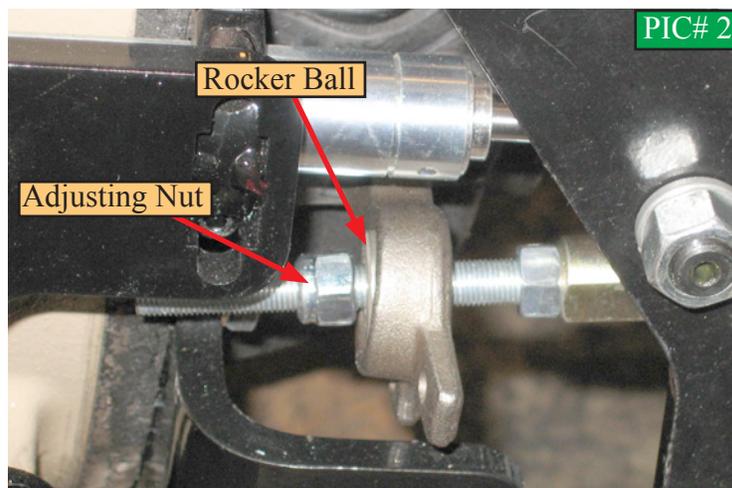
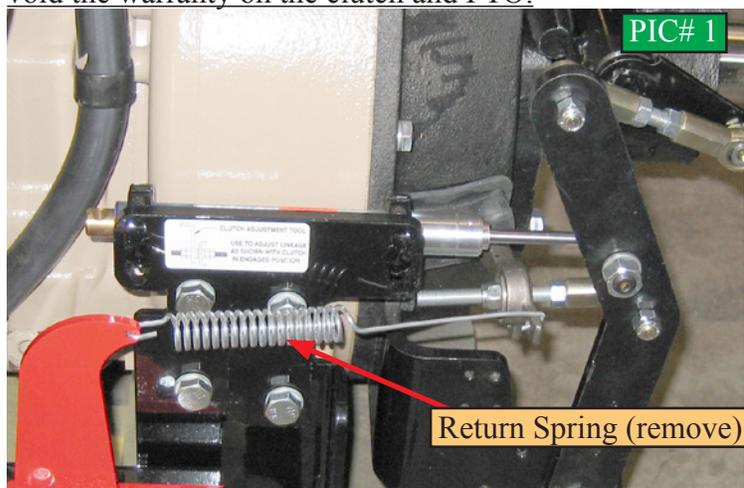
# Service Section

## 5.2 Auto Mfg. Clutch Adjustment - 2008 and after

### CAUTION

Rotating Shafts, pulleys, and moving belts can cause severe injury or can be fatal. The engine and driven unit **MUST** be completely stopped before any adjustments or work is attempted to the engine, driven unit, or the PTO clutch itself.

The clutch linkage should be checked after the first 15 hours of operation and every 40 hours there after. An improperly adjusted clutch can result in premature wear to the clutch disc, flywheel and the throwout bearing and will void the warranty on the clutch and PTO.



### ADJUSTMENT OF THE CLUTCH LINKAGE

1. Make sure the engine is OFF and remove the negative battery cable to ensure the unit can not accidentally be started.
2. Remove the spring from the throwout arm. (See PIC# 1) An accurate measure of the arm tension CAN NOT be made with the spring attached.
3. With the clutch in the engaged position (the PTO is engaged when the PTO handle is pointing straight up on the LCT600 and LCT6000 and pointing out to the side (3 o'clock) on the LCT60C, LCT650 and SCL800TM) adjust the nut (See PIC# 2) against the "rocker ball" until a 1/8" gap between the nut and rocker ball is visible (See PIC# 3).
4. If available, use the special 1/8" gauge tool to slip between the nut and rocker ball. With the proper adjustment the gauge should slide between the nut and rocker ball with a slight amount of pressure. (See PIC# 4)
5. Move the adjustment nut to create the 1/8" gap.
6. Re-install the return spring.
7. Place the handle in the disengaged position. Check to make sure that the PTO output shaft turns freely.