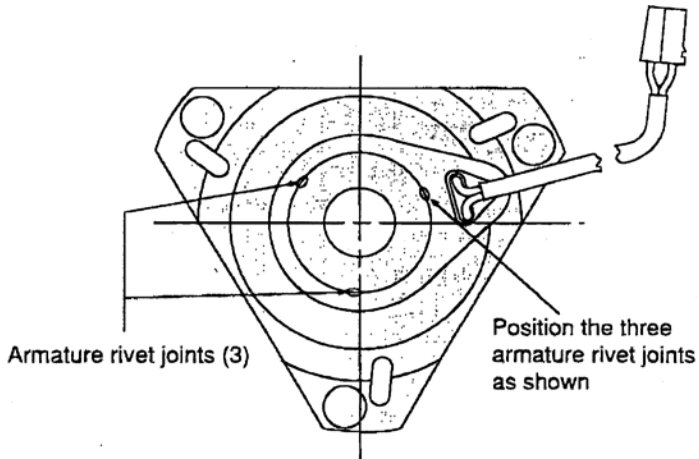


## Adjusting AM122969 electromagnetic clutch

1. Remove cap screw, washer, and PTO clutch.

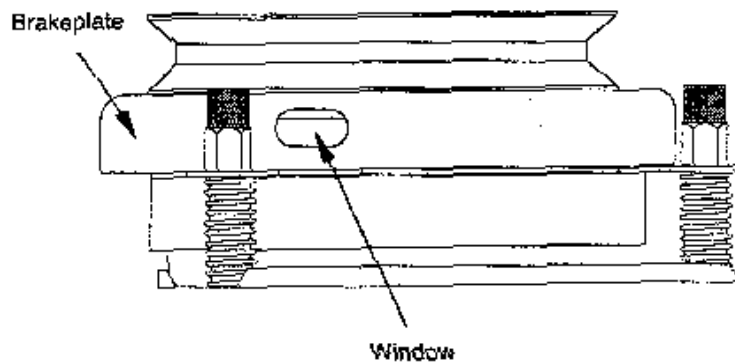
**NOTE: Air impact wrench should be used to remove clutch bolt.**

2. Locate the three rivet joints in the armature assembly.



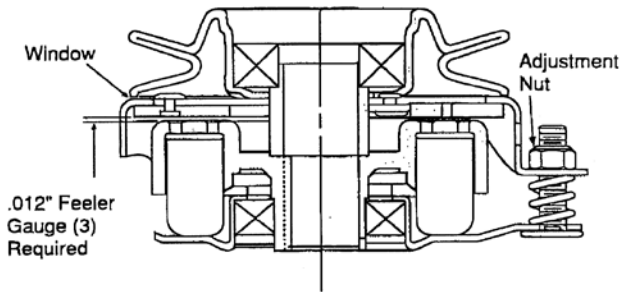
3. Rotate the pulley until the rivet joints are located midway along the edge of the triangular adapter as shown to prevent measuring the air gap over a rivet joint.

4. Locate the three windows.



5. Insert a .012" Feeler Gauge through each window.

**NOTE: Feeler Gauge must be positioned between rotor and armature face for correct adjustment.**



### INSERTING THE FEELER GAUGES

6. With all three feeler gauges in place, alternately tighten each adjustment nut an equal amount until the feeler gauges feel snug.

7. Remove feeler gauges.

8. Turn the rotor assembly. If rotor does not turn freely, air gap is too small, adjust as necessary.

9. Install PTO clutch. Tighten PTO clutch hardware to 56 N•m (45 lb-ft).

NOTE: Ensure to orientate clutch so wiring harness will feed back through original hole.

10. Check PTO clutch engagement and blade stop time. If blade stop time is more than 5 seconds, repeat adjustment procedure.

#### **Additional Information:**

- Air gap between PTO clutch rotor and armature is greater than 12V can be overcome. As the gap increases, the volts required also increases. The required input voltage is greater than the output of the charging circuit.

- If PTO clutch engagement problems continue after completing the above steps, following specifications should be checked:

1. Measure clutch coil resistance. Resistance range is 2.40 to 2.90 ohms. If meter reads above or below this specification, clutch has failed and should be replaced.

2. Measure clutch current amp draw. Should be 4.0 amps or greater. If lower, check battery, charging circuit, relay, switches, wires, etc.