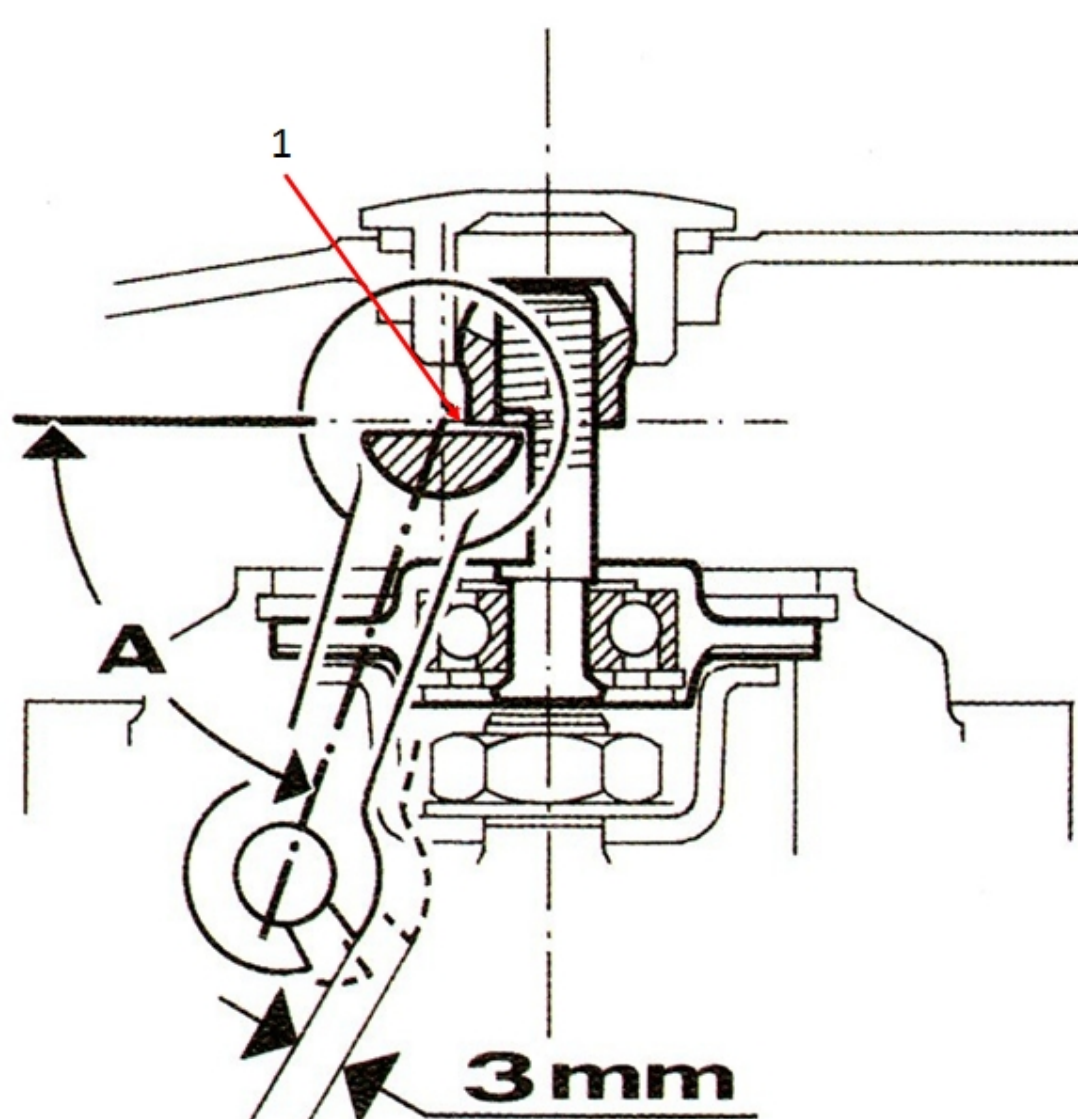


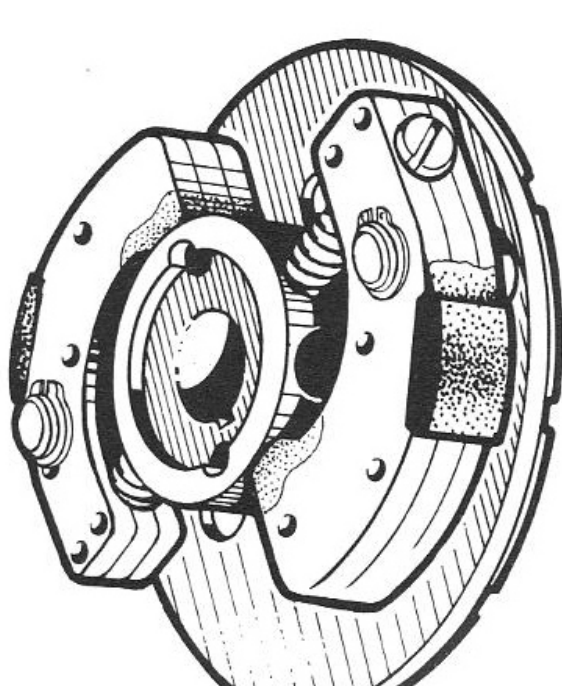
Billedet viser Koblings armen i den rigtige stilling, som giver optimal vandring med mindst mulig kraft.

Vinkelen A skal være 58 Grader.

Bemærk spillerummet mellem koblings arm og Udrykker leje (1), er dette spillerum for lille vil Udrykkerlejet gå i stykker efter meget kort tid. Når koblings kablet er monteret skal spillerummet "Målt ved Koblings armen" være 3 mm.



## Centrifugal kobling P model.



### AUTOMATIC (ONE SPEED)

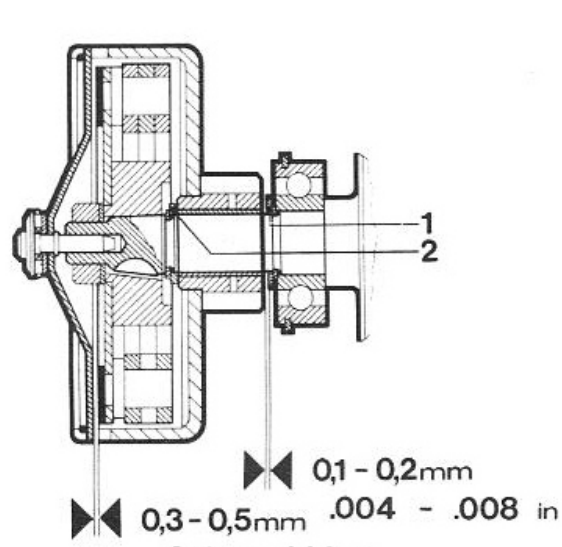
The automatic consists of a centrifugal clutch and a one (1) speed gear train.

Starting engine: engaging the pressure plate with the centrifugal clutch (face lining) will give a solid drive between crankshaft and clutch drum.

Centrifugal clutch starts to open at appr. 1200 - 1500 rpm.

Fully engaged at appr. 2600 - 3000 rpm and is disengaging between 1400 - 1150 rpm.

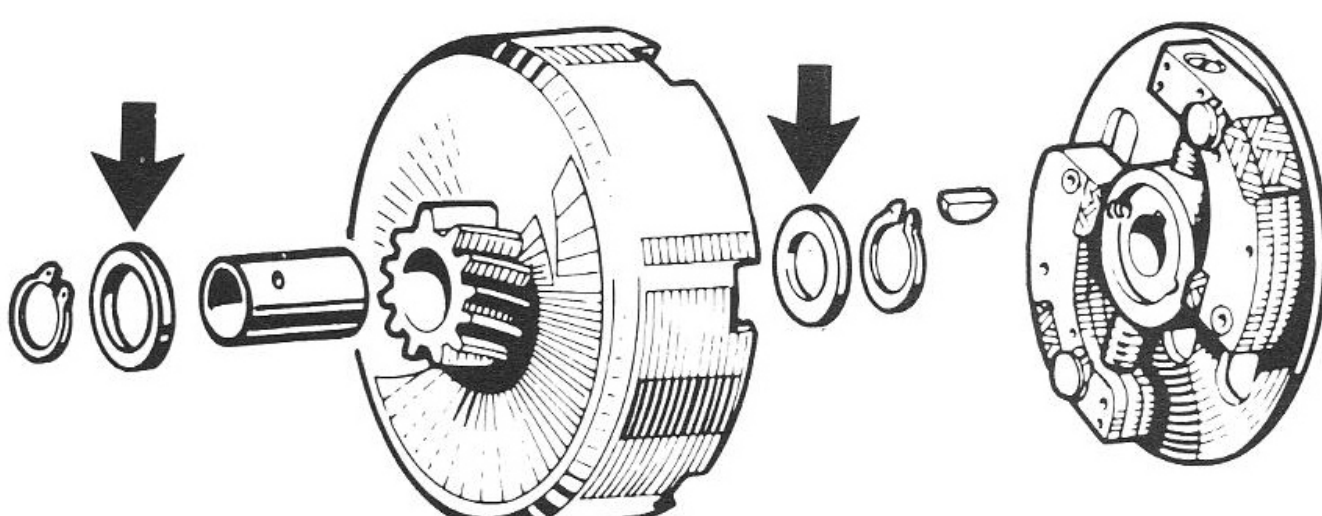
Centrifugal clutch must be replaced when linings are worn and limit pins (on shoes) prevent drum contact.



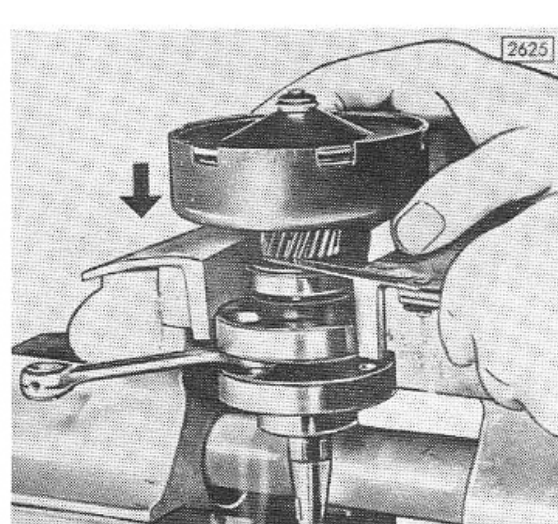
The clearance between pressure plate and face lining of centrifugal clutch should be between .012-.020 in. (0,30-0,50 mm).

The end-float of the clutch drum must be between .004 -.008 in. (0,10 - 0,20 mm). This clearance is achieved by various size of upper and lower shims (1 and 2). The correct adjustment procedure is outlined in the following steps.

Install clutch drum, woodruff key and centrifugal clutch without upper and lower shims (arrows) on crankshaft, torque nut to 20 ft/lb (27 Nm).



First establish the thickness of the lower shim. Press clutch drum down and measure maximum gap between primary gear and circlip on crankshaft with a feeler gauge.



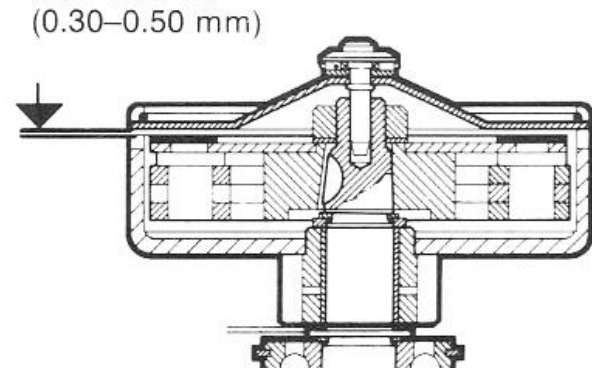
To this measurement add the required clearance of .012-.020 in. (0,30-0,50 mm) between pressure plate and face lining, this would give the required thickness of the lower shim.

**EXAMPLE:** Primary gear/circlip gap .047 in. (1,20 mm)  
Plus required gap .012 in. (0,30 mm)  
Lower shim required .059 in. (1,50 mm)

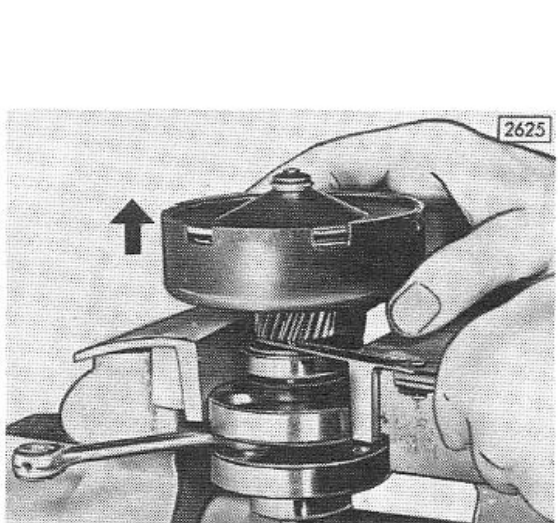
**NOTE:** Lower shim .945/.669 in. (24/17 mm) is available as follows:

.043 in.	0.51 in.	.059 in.	.067 in.
1,10 mm	1,30 mm	1,50 mm	1,70 mm

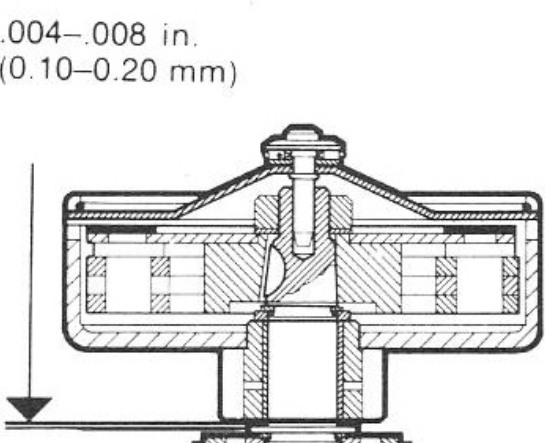
.012-.020 in  
(0.30-0.50 mm)



Then lift clutch drum and measure the gap between primary gear and circlip on crankshaft (not circlip on bearing). Clutch drum must be shimmed to allow .004 - .008 in. (0,10 - 0,20 mm) end-float.



.004-.008 in.  
(0.10-0.20 mm)

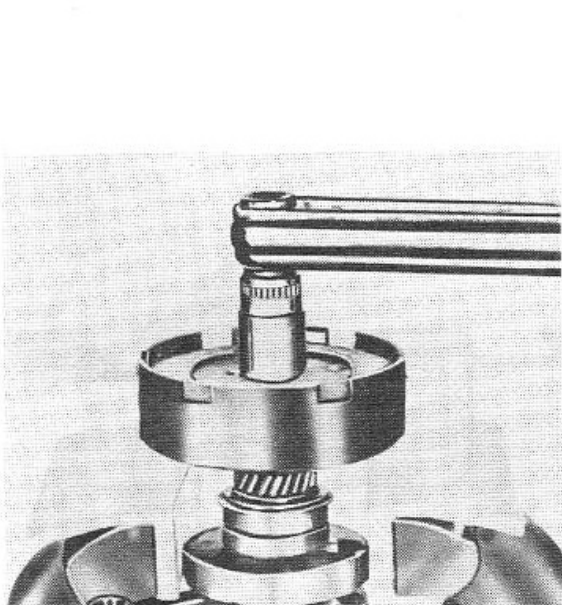


From this measurement deduct lower shim chosen and end-float. This will give required thickness of upper shim.

**EXAMPLE:** Primary gear/circlip gap .142 in. (3,60 mm)  
Less lower shim chosen .059 in. (1,50 mm)  
Less required end-float .008 in. (0,20 mm)  
Upper shim required .075 in. (1,90 mm)

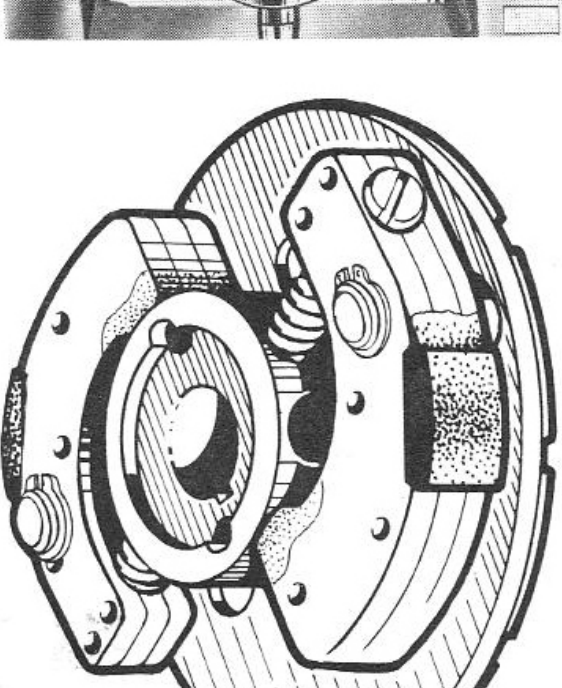
**NOTE:** Upper shim .866/.591 in. (22/15 mm) is as follows:

.043 in.	.051 in.	.059 in.	.067 in.	.070 in.	.073 in.
.075 in.	.077 in.	.079 in.	.083 in.	.087 in.	
1,10 mm	1,30 mm	1,50 mm	1,70 mm	1,80 mm	1,85 mm
1,90 mm	1,95 mm	2,00 mm	2,10 mm	2,20 mm	



Once the required shims are established, remove clutch assembly and reassemble with shims. Torque nut to 20 ft/lb (27 Nm).

**NOTE:** Do not forget woodruff key. Replace pressure plate and secure with large retaining ring.



Minimum starter clutch lining (face lining) is .040 in. (1,0 mm).