

KUNDENDIENSTMITTEILUNG

Seite 45 Mitteilung Datum May 1968

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24

BETRIFFT:

Overload Clutch for Crawler Gear

Extensive test rides proved that no troubles occur when the overload clutch of the crawler gear- or 5-gear-Haflinger is locked. Since November 1967, therefore, the standard Haflinger is delivered with locked clutch.

If frequent adjustment to the overload clutch is necessary, we recommend to lock it according to the following directions:

The following parts are necessary for modification:

	Stop sleeve		Part. Nr. 700.1.22.260.1
n.B.	shim	thickness 0,1 mm (0,04 in)	Part. Nr. 700.1.22.283.1
n.B.	shim	thickness 0,2 mm (0,08 in)	Part. Nr. 700.1.22.284.1
n.B.	shim	thickness 0, 3 mm (0, 12 in)	Part. Nr. 700.1.22.285.1
n.B.	shim	thickness 0,5 mm (0,2 in)	Part. Nr. 700.1.22.286.1

Remove body, separate gearbox from back bone and remove crawler gear housing as indicated in the repair manual.

Now the overload clutch and the remaining parts are removed from the intermediate shaft. This is necessary in order to be able to check the built- in stop sleeve. The chamfer on the sleeve inside must not exceed 0,5 mm, since otherwise the sleeve might dislocate or be dented on its seat. Inadequate stop sleeves must be replaced by new ones. Besides, the stop sleeve must have some play in axial direktion after putting it on the intermediate shaft. Is this not the case, the shaft or the sleeve must be reground. Remove the cup springs from the toothed wheel.

Instead of tham put the new stop sleeve with its flange facing the overload clutch subsequently mounted (arrow A). In order that the two clutch halves be securely pressed against each other, the second clutch half must project at least 0,2 mm beyond the shoulder of the shaft (arrow B). Is this not the case, compensate for it by putting shims between toothed wheel and stop sleeve. The nut is to be tightened with 9 mkp. Should the rollers of the bearing then no longer be easily movable, loosen the nut somewhat. After securing the nut, assembly proceeds as usually.



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