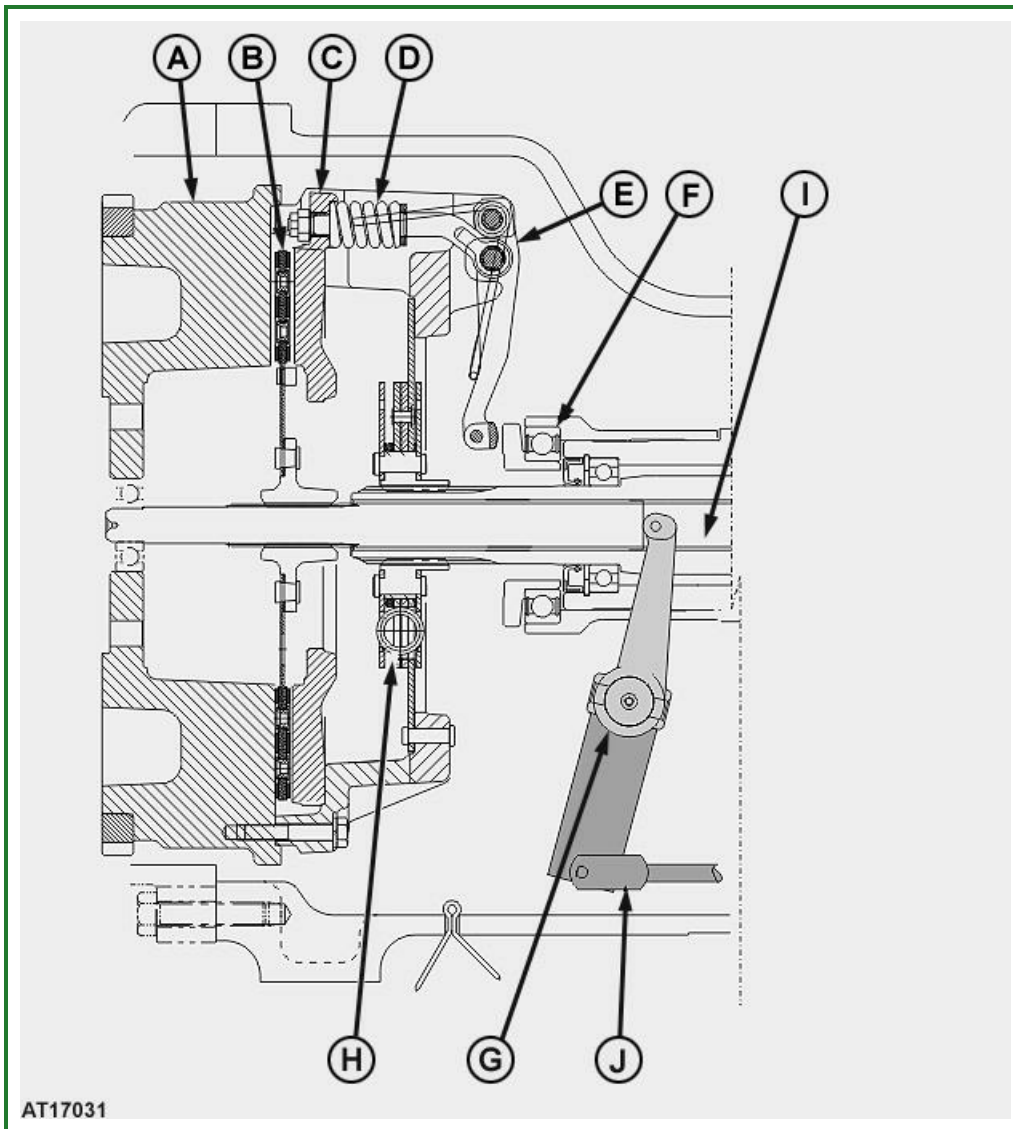


Clutch Operation (24/12-Speed Transmission)



AT17031-UN: PTO clutch disengaged - 24/12 transm.

FUNCTION:

Dry disc clutches enable mechanical engagement and disengagement of power flow between engine and PTO.

MAJOR COMPONENTS:

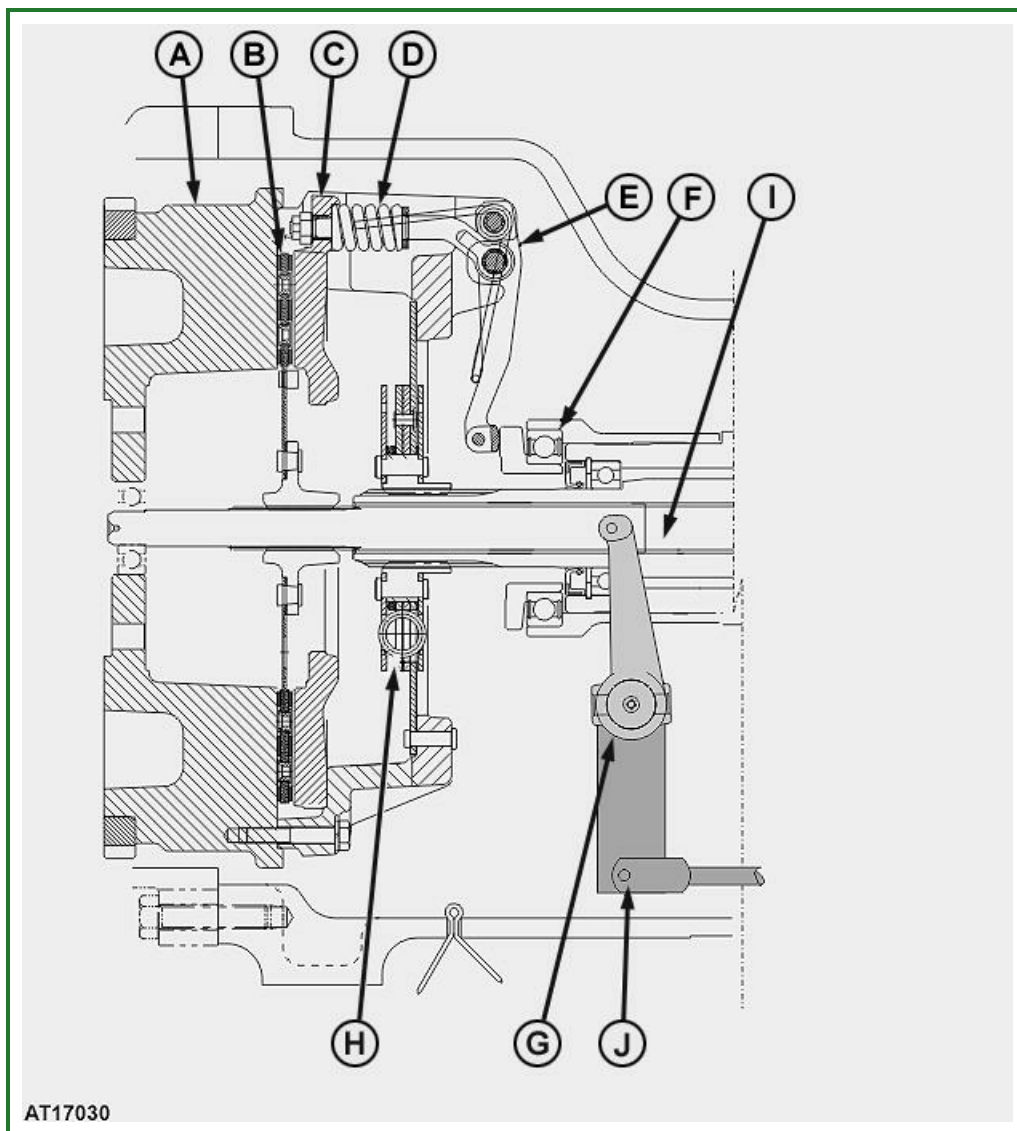
- Pressure plate
- Clutch disc
- Clutch release lever
- Clutch release bearing
- Clutch engagement bearing
- Armshaft
- Spring washer
- PTO clutch shaft

THEORY OF OPERATION:

The clutch assembly is attached to the rear of the engine flywheel (A). The PTO clutch engagement bearing (F) is operated by armshaft (G). Linkage rod is connected to the PTO clutch lever.

PTO Clutch Disengaged:

When the PTO clutch is disengaged (PTO lever released), pressure plate (C) is forced rearward by coil springs (D), removing contact between the pressure plate and PTO clutch disc (B). In this mode, no power will be transmitted from the flywheel to the PTO clutch shaft (I), because the PTO clutch disc does not rotate with flywheel (A).



AT17030

AT17030-UN: PTO clutch engaged - 24/12 transm.

LEGEND:

- A - Flywheel
- B - PTO clutch disc
- C - PTO clutch pressure plate
- D - PTO clutch coil spring
- E - PTO clutch engagement fingers
- F - PTO clutch engagement bearing
- G - PTO clutch armshaft
- H - Damper
- I - PTO clutch shaft
- J - PTO linkage rod

PTO Clutch Engaged:

Pushing the PTO clutch lever forward moves linkage (J) rearward, causing PTO clutch armshaft (G) to rotate and force PTO clutch engagement bearing (F) against PTO clutch engagement fingers (E). The clutch engagement