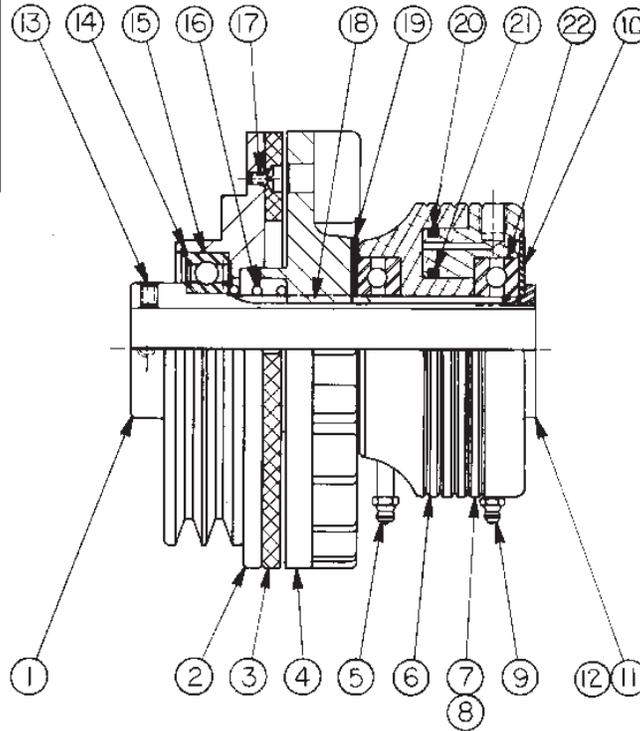


ADAM™ Series Plate/Disc Clutch

400, 600 and 800 SERIES

400 Series	600 Series	800 Series
2004-0014	2006-0018	2008-0026
2004-0114	2006-0118	2008-0126
2004-0314	2006-0218	2008-0326
	2006-0318	

**DISCONTINUED
PRODUCT STYLE
OR SIZE. PARTS
SHEET IS FOR
REPAIR USE ONLY.**



Parts List

Item	Part No.	Description	400 Series			600 Series				800 Series		
			2004-0014	2004-0114	2004-0314	2006-0018	2006-0118	2006-0218	2006-0318	2008-0026	2008-0126	2008-0326
1.	2004-1045	Shaft	1	1	1							
	2006-1045	Shaft				1	1	1	1			
	2008-1045	Shaft								1	1	1
2.	2004-1043	Pilot Mount Plate	1									
	2004-1143	Sheave, 3.3" O.D., 1 Groove, 3V		1								
	2004-1343	Sheave, 3.8" P.D., 1 Groove, A			1							
	2006-1043	Pilot Mount Plate				1						
	2006-1143	Sheave, 4.5" O.D., 2 Grooves, 3V					1					
	2006-1243	Sheave, 5.3" O.D., 2 Grooves, 3V						1				
	2006-1343	Sheave, 4.4" P.D., 2 Grooves, A							1			
	2008-1043	Pilot Mount Plate								1		
	2008-1143	Sheave, 5.3" O.D., 3 Grooves, 3V									1	
	2008-1343	Sheave, 5.8" P.D., 2 Grooves, B										1
3.*	2004-1044	Friction Lining	2	2	2							
	2006-1044	Friction Lining				2	2	2	2			
	2008-1044	Friction Lining								2	2	2
4.	2004-1041	Finned Plate	1	1	1							
	2006-1041	Finned Plate				1	1	1	1			
	2008-1041	Finned Plate								1	1	1

Item	Part No.	Description	400 Series			600 Series				800 Series		
			2004-0014	2004-0114	2004-0314	2006-0018	2006-0118	2006-0218	2006-0318	2008-0026	2008-0126	2008-0326
5.	2006-1056	Grease Zerk, Long	1	1	1	1	1	1	1			
6.	2004-1047	Air Cylinder	1	1	1							
6.	2006-1047	Air Cylinder				1	1	1	1			
	2008-1047	Air Cylinder								1	1	1
7.	2004-1046	Piston	1	1	1							
	2006-1046	Piston				1	1	1	1			
	2008-1046	Piston								1	1	1
8.	2004-1059	Roll Pin	1	1	1							
	2006-1059	Roll Pin				1	1	1	1	1	1	1
9.	0100-1601	Grease Zerk	1	1	1	1	1	1	1			
	0100-1601	Grease Zerk								1	1	1
	2006-1056	Grease Zerk, Long								1	1	1
10.	2004-1049	Washer	1	1	1							
	2006-1049	Washer				1	1	1	1			
	2008-1049	Washer									1	1
11.	2004-1048	Hex Nut	1	1	1							
	2006-1048	Hex Nut				1	1	1	1			
	2008-1048	Hex Nut								1	1	1
12.	1301-1174	Set Screw	1	1	1	1	1	1	1			
	2006-1055	Set Screw								1	1	1
13.	2006-1055	Set Screw	2	2	2	2	2	2	2			
	2008-1055	Set Screw								2	2	2
14.	2004-1054	Retaining Ring, Pilot Mount	1									
	2004-1154	Retaining Ring, Sheave Mount		1	1							
	2006-1054	Retaining Ring, Pilot Mount				1						
	2006-1154	Retaining Ring, Sheave Mount					1	1	1			
	2008-1054	Retaining Ring Pilot Mount								1		
	2008-1154	Retaining Ring, Sheave Mount									1	1
15.	2004-1052	Bearing, Pilot Mount	1									
	2004-1152	Bearing, Sheave Mount		1	1							
	2006-1052	Bearing, Pilot Mount				1						
	2006-1152	Bearing, Sheave Mount					1	1	1			
	2008-1052	Bearing, Pilot Mount								1		
	2008-1152	Bearing, Sheave Mount									1	1
16.	2004-1050	Compression Spring	1	1	1							
	2006-1050	Compression Spring				1	1	1	1			
	2008-1050	Compression Spring								1	1	1
17.*	2006-1061	Flat Head Brass Screw	6	6	6	6	6	6	6			
	2008-1061	Flat Head Brass Screw								6	6	6
18.	2004-1057	Key	1	1	1							
19.	2006-1051	Fiber Washer				1	1	1	1			
	2008-1051	Fiber Washer								1	1	1
20.	0779-1007	O-Ring, Buna-N	1	1	1							
	1024-1012	O-Ring, Buna-N				1	1	1	1			
	2008-1060	O-Ring, Buna-N								1	1	1
21.	1208-1014	O-Ring, Buna-N	1	1	1							
	2006-1058	O-Ring, Buna-N				1	1	1	1			
	1209-1015	O-Ring, Buna-N								1	1	1
22.	2004-1053	Thrust Bearing	2	2	2							
	2006-1053	Thrust Bearing				2	2	2	2			
	2008-1053	Thrust Bearing								2	2	2

* Included in the Friction Lining Repair Kits: 2004-9000 for 400 Series models; 2006-9000 for the 600 Series models; and 2008-9000 for the 800 Series ADAM Clutch models.

INSTALLATION

If your ADAM™ Series Clutch is a Pilot Mount, mount the sprocket or pulley first using the four tapped mounting holes. Make certain the sprocket meets the sprocket requirements for your particular model.

Then, slide the clutch onto the shaft and align it in its final position. Tighten Set Screws (#12, and #13) and lock the clutch into place.

Connect a lubricated air source to the port on the Cylinder (#6). The pressure must not exceed 100 PSI (7 Bars).

Make certain that no side or end thrust is transmitted to the clutch. Flexible hose (not plastic tubing) may be used. If flexible hose is used as a restraining member, a 90° fitting on the cylinder may be used to prevent kinking.

MAINTENANCE

Lubrication will be required approximately every four (4) weeks of operation. Use any high temperature, heavy duty, petroleum-based lubricant such as Magnalube®-G or equivalent. Insert the grease through the Zerk fittings (#5 and #9), provided for that purpose.

After long periods of operation, it may be necessary to disassemble the clutch for cleaning and inspection.

To disassemble an ADAM Series Clutch, disconnect the air line from the port on the Cylinder (#6). Loosen the Set Screws (#13) on the Pilot Retaining Ring (#14). Then slide the Clutch Assembly from the machine shaft.

Next, loosen Set Screw (#12), then unscrew the Hex Nut (#11) from the Clutch Shaft (#1). At this point, the various parts will easily be removed from the shaft. Place them to the side in the order which they were removed for easy reassembly.

All of the parts should reassemble by the hand except the Ball Thrust Bearing Race (#22) in the Air Cylinder (#6), which will require a hand-operated press, such as an arbor press, to properly install.

When reassembling, all existing grease and grime should be cleaned from the parts, including the O-Rings (#20, #21) and the Clutch Shaft (#1). The O-Rings should be re-lubricated with a petroleum-based O-Ring lubricant such as Lubriplate® No. 105 or equivalent. The Shaft should be lubricated with a graphite-type dry spray lubricant such as Crown Industrial Products No. 8078 or equivalent. The Thrust Bearings (#22) should be lubricated with Magnalube®-G or equivalent.

When the clutch is reassembled and remounted, tighten the Set Screws (#13) on the Pilot Retaining Ring (#14) to lock the clutch in place. Then, regap the Clutch to approximately 1/32" (0.793mm). After this gap is achieved, the Set Screw (#12) on the Hex Nut (#11) must be tightened.

QUICK CHANGE FRICTION MATERIAL

The ADAM Series Clutch is designed for rapid replacement of worn Friction Material without requiring dismounting and disassembly of the clutch. To replace the friction material, first loosen the Set Screw (#12). Then, loosen the Hex Nut (#11) until a gap of about 1/2" (12.7mm) is achieved between the Friction Lining and the Finned Plate.

Next, align the Finned Plate so that one of the two access holes is aligned with one of the Flat Head Brass Screws (#17) and use a screwdriver to remove the screw. When removed, the screw should be able to drop freely away. When all three screws are removed, the Friction Material half (#3) should easily fall away. Rotate the Pilot Plate (#2) 180° so the other friction material half is on top and repeat the process.

Then, place a new piece of Friction Material (#3) on the Pilot Plate (#2), where the Friction Material (#3) will fit against a small shoulder, holding it in place. Then, align the middle of the three screw holes to one hole in the Pilot Plate.

Align the access hole in the Finned Plate (#4) over the middle screw hole and tighten down the Hex Adjustment Nut (#11). Insert Brass Flat Head Screw (#17) and tighten it with a screwdriver. Next, back off the Hex Adjustment Nut sufficiently to allow the Pilot Plate to be rotated to align the access hole with a second screw hole in the Friction Material. Tighten the Hex Adjustment Nut down again, insert a Brass Flat Head Screw into the second mounting hole and tighten it in place with a screwdriver. Repeat the process for the third screw.

Rotate the Mounting Plate 180° and repeat the process with the other half of the Friction Material.

The screws in the Friction Lining Repair Kit will come with small nylon lock patches to insure a secure fit. If repair kit screws are not being utilized, the threads of existing screws should be coated with Loctite® No. 271 or its equivalent, to prevent the screws from backing out, over usage.

Once the new friction material is in place, regap the clutch as described above, until the original 1/32" (0.793mm) gap is reached. The new friction material should be inspected from time to time, from a preventative maintenance standpoint. If needed, the clutch should be regapped to the original 1/32" (0.793mm).

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3800 County Road 116, Hamel, MN 55340
http://www.Tolomatic.com • Email: Help@Tolomatic.com
Phone: (763) 478-8000 • Fax: (763) 478-8080 • Toll Free: 1-800-328-2174



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