

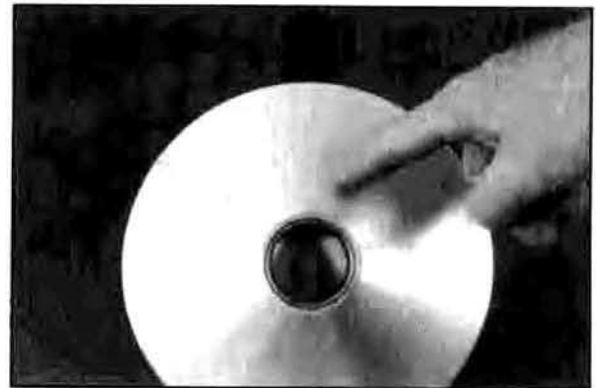
Disassembly, Cont.

5. Measure the total thickness of the spacer washers installed beneath spider and record.

CAUTION:

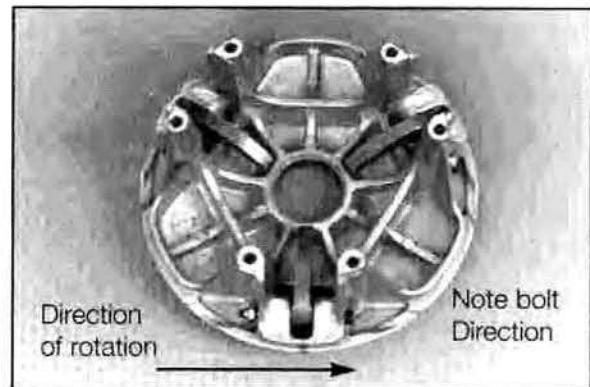
NOTE: In order to maintain proper belt-to-sheave clearance and clutch balance, the same washers (or equivalent total thickness) must be reinstalled during assembly. If sheaves are not marked, or if total thickness of existing shim washers under spider is not recorded, clutch will be out of balance when reassembled and must be replaced. Be sure to follow indexing procedure on page 6.32 if belt-to-sheave clearance is being adjusted.

6. Inspect both sheave surfaces for wear or damage. Inspect movable sheave bushing. See page 6.49 for inspection and repair procedure.



7. Using an 1/8" Allen wrench with a 3/8" combination wrench, remove drive clutch fly weights. Note direction of weight pin with nut on trailing side. Inspect each weight. Surface should be smooth, with no waves or galling. Place bolt inside weight to check flyweight bushing and pin surface for wear.

NOTE: The weight bushing is not a service part and both weight and pin must be replaced if worn.



8. Inspect all rollers, bushings and roller pins by pulling a flat metal rod across the roller. Roller can also be inspected by rolling with finger to feel for flat spots, roughness, or loose bushing. Also inspect to see if roller and bushing are separating. Bushing must fit tightly in roller. Replace roller and pin if roller fails to roll smoothly (flat spots) or if bushing is loose.

