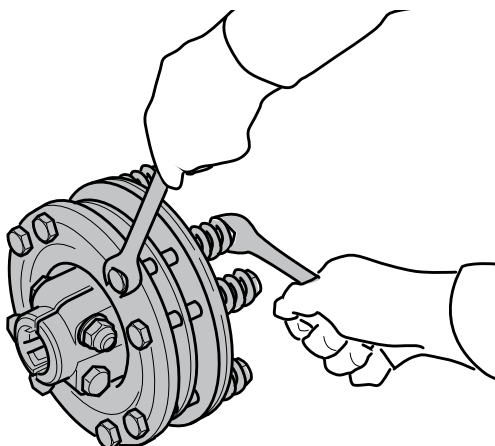


CLUTCH ADJUSTMENT

The joint and the clutch associated to the machine are dimensioned to transmit suitable power to the machine itself and the calibration value is already set in the factory, therefore it is not recommended to modify the clutch calibration in order to prevent damage to the machine or the Cardan joint. SICMA does not respond to machine damage deriving from incorrect modification of the clutch calibration.

However, the regulation can be made if it is realised that the clutch is engaged too frequently, even though working on easy land, i.e. soft and not compact: this means that clutch calibration is too low.

The clutch associated to the Cardan Shaft is a FD1 EUROCARDAN, with standard calibration of 900Nm. If the clutch calibration must be increased, screw the springs hold down nut by 1/4 of a turn (using two 17 mm wrenches): there will be a transmissible torque increase of about 120 Nm. Loosen the nuts if calibration is to be decreased.



In the event the clutch is not to be used for a long period, it is recommended to loosen the nuts that compress the springs in order to prevent that the disks “stick” to one another (seizure). Upon re-use of the safety device, for correct calibration carry out the following operations:

- manually tighten the nuts until they rest against the springs
- use two 17 mm wrench to loosen the nuts by 1-3/4 turns each.

Attention: make sure that the height of all compressed springs is the same in order to prevent clutch malfunctioning.

Warning: The clutch springs do not have to be close-wound because the machine would no longer be protected against any overloads.