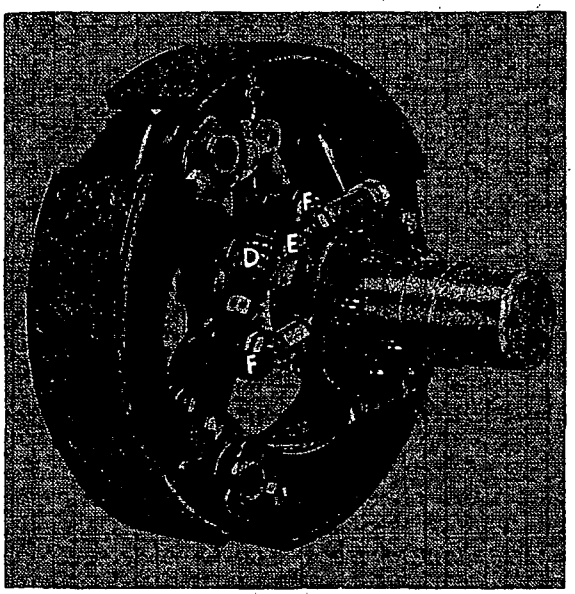

Fig. 3 Clutch assembly. Note single point adjust screw.

Equal Adjustment Positive

Notches are cut on the outside of worm and a detent spring provided to prevent accidental change of adjustment. Moving the adjust worm one notch results in moving the shoe approximately one one-thousandth of an inch. It is, therefore, possible to obtain extremely accurate adjustment, and equal adjustment is positively insured for each shoe. It is impossible for one shoe to become tighter than the others or to get the clutch out of balance.

Absorbs Heat

The Fawick Clutch works excellently in units where continuous slipping is unavoidable, such as cranes and shovels, because of its unusual heat dissipating qualities. The heat generated by slipping is transmitted directly into the rim of the flywheel and the pressed steel shoes act as a fan, insuring a constant circulation of air on the inside of the shoes and over and around the flywheel. The location of the shoe pivot pin is such that the clearance at both heel and toe of the lining is practically the same when the clutch is disengaged and the lining wears down uniformly at both ends as the shoes are adjusted. There is positively no tendency to drag when the clutch is disengaged and no loose parts such as driving studs, etc. to rattle either when the clutch is in or out.

Chatter Eliminated

The clutch is made very largely of steel stampings, thus insuring interchangeability of parts, exact machining, perfect balance, and great strength with minimum weight. The clutch shoes are pivoted to the driving spider by means of extra large hollow steel pins, hardened and ground, and all parts subject to wear are also of hardened steel, thereby eliminating wear and preventing noise or chatter, either when the clutch is engaged or disengaged. The clutch spider has a tapered bore and is secured to the drive shaft by nut and key, eliminating any possibility of looseness or of noise developing between the clutch and drive shaft.

Facing Has Long Life

The clutch facing material is moulded asbestos compound similar to that used on the heaviest truck and bus brakes. Unit pressures are very much lower that those successfully used in brake service and this results in exceptionally long life with a minimum of adjustment.

Power Take Off

There is a complete line of Power Take Off units available to fit any standard S.A.E. bell housing for industrial power units.

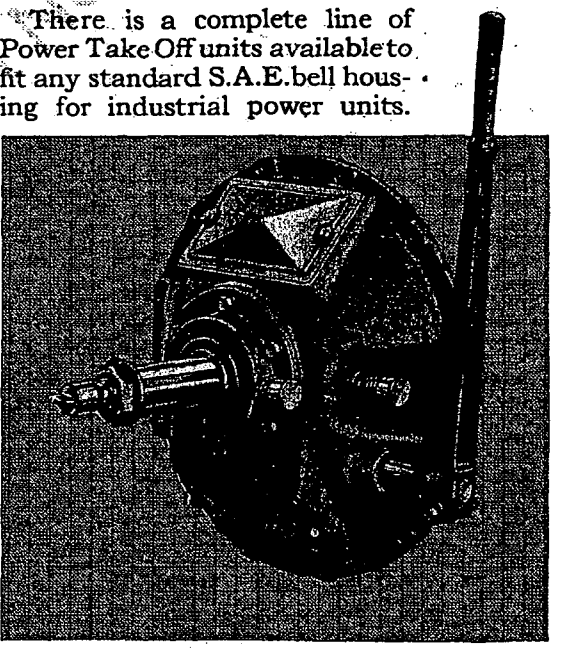

Fig. 4 Power take off assembly. No. 3 housing and 12" clutch.