

Breaking Teeth Off Your Clutch Pads?

Check the following:

1. Check your clutch adjustment. The operating lever requires a distinct pressure to engage.
2. Keep clutch properly greased; but do not over grease. Grease clutch every 300 hours of operation.
3. Check drive belt tension and alignment. Do not over tighten your drive belts!
4. Install drive sheave as close to clutch housing as possible.
5. Check engine timing. Improper timing will cause engine to shake and vibrate, transferring undue stress and strain to clutch, engine and pumping unit. See instruction manual for timing instructions.
6. Check for improper crankshaft end play. Add or remove shims to correct. See service manual for instructions.
7. Check for worn pilot bearing or clutch housing bearings. Refer to clutch section of instruction manual.
8. Check small flywheel runout. If loose, retorque small flywheel nut to 300 ft. lbs. Also check clutch drive ring for unusually worn teeth.
9. Do not overload engine. Install proper engine to match requirements.

Following the above recommendations will help your engine and clutch last for years.

Bigger is Better - the 10" Clutch

Your old Continental C-66 engine with a 7" clutch can be updated to a new style, 10" clutch. The proven advantages include:

- * The durable 10" can be applied to a full load
- * Engine resale value is greatly enhanced
- * Cost effective - repairing the old 7" during the year can cost as much or more than the price of a new 10" clutch.

Parts required to make the conversion:

PART #	DESCRIPTION	QUANTITY
51-66	Flywheel Housing	1
44-46	Oil Retainer	1
367-66	Small Flywheel	1
71-46	SAE Locking Washer	1
72-46	SAE Locking Nut	1
367-A-66	Pilot Bearing Housing	1
357-66	Fan Belt	1
7A-3/816x1	Capscrew Hex Head	6
1A-3/8	Plated Lockwasher	6
C-110-HP-4	C-66 TD Clutch Assy	1