

SLIPPER CLUTCH

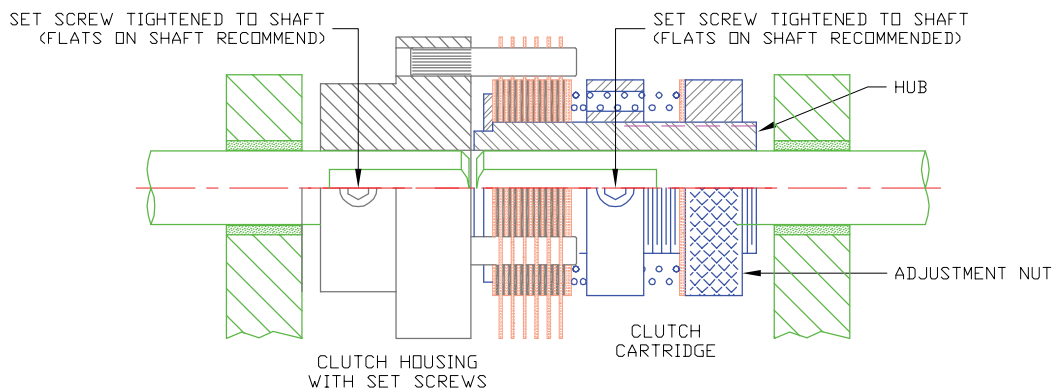
OPERATION

ADJUST TORQUE SETTING BY TURNING THE ADJUSTING NUT
ADJUSTING NUT CONTROLS PRESSURE TO THE PLATES AND FRICTION PADS OF THE CLUTCH PACK

CLUTCH PAK CONSISTS OF:
INNER PLATES KEYED TO FLATS ON THE HUB
OUTER PLATES KEYED TO PINS IN THE HOUSING
FLOATING FRICTION PADS BETWEEN THE INNER AND OUTER PLATES

THE CUSTOM PRODUCTS POLYCLUTCH IS DESIGNED FOR HORIZONTAL INSTALLATION
FOR VERTICAL APPLICATIONS (CAPPING, DRIVING, ETC)
PLEASE CONTACT CUSTOM PRODUCTS/POLYCLUTCH DIRECTLY FOR ADDITIONAL INFORMATION
1-800-562-9522 OR 203-248-6397 (8am-4pm Eastern Time) OR info@polyclutch.com
OR
REFER TO DRAWING AT BOTTOM OF OUR MOUNTING OPTIONS WEBPAGE
www.polyclutch.com/mounting_options.asp

INSTALLATION - SHAFT TO SHAFT DESIGN

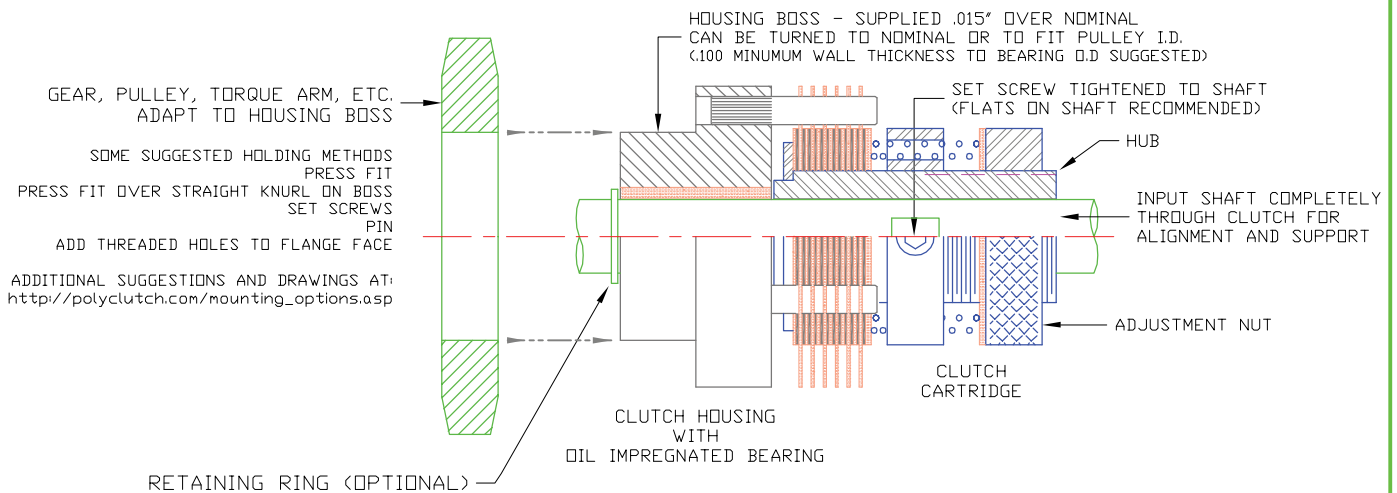


CLUTCH IS BI DIRECTIONAL
INPUT AND OUTPUT SHAFT CAN BE ADAPTED TO EITHER SIDE OF CLUTCH
INPUT SHAFT CAN BE RUN IN CLOCKWISE OR COUNTER-CLOCKWISE DIRECTION

INPUT AND OUTPUT SHAFTS MUST BE SUPPORTED AND IN LINE WITHIN .020"

EXTENSION SHAFTS MAY BE NEEDED IF INPUT OR OUTPUT SHAFT(S) ARE NOT LONG ENOUGH TO ENGAGE SET SCREWS

INSTALLATION - SHAFT THRU DESIGN



CLUTCH IS BI DIRECTIONAL
INPUT SHAFT CAN BE RUN IN CLOCKWISE OR COUNTER-CLOCKWISE DIRECTION

INPUT DRIVE SHAFT MUST BE LONG ENOUGH TO GO THRU CLUTCH COMPLETELY TO PROVIDE ALIGNMENT AND SUPPORT

RETAINING RING MAY BE NEEDED AT HOUSING END OF CLUTCH

EXTENSION SHAFT WILL BE NEEDED IF MOTOR SHAFT DOES NOT GO COMPLETELY THROUGH CLUTCH ASSEMBLY