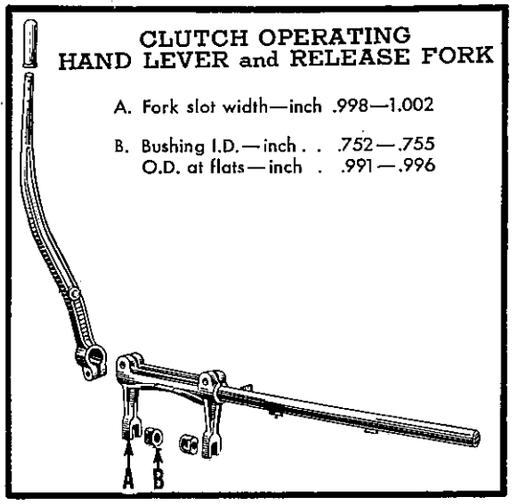
TD-14 (142), TD-15 (150), TD-15 (151), TD-18 (182), TD-20 (200) AND TD-20 (201) ENGINE
CLUTCH SERVICE CHART

(ROCKFORD HAND OPERATED OVER-CENTER CLUTCH)

Service on the clutches for these Crawler Tractors is very similar except for minor differences in design.

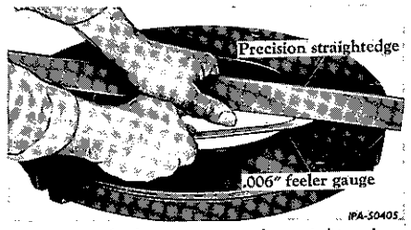
CLUTCH OPERATING HAND LEVER and RELEASE FORK



A. Fork slot width—inch .998—1.002

B. Bushing I.D.—inch . . .752—.755
O.D. at flats—inch . .991—.996

PRESSURE PLATE FRICTION SURFACE



Use .006 feeler gauge and straight edge to check for high spots and warpage.

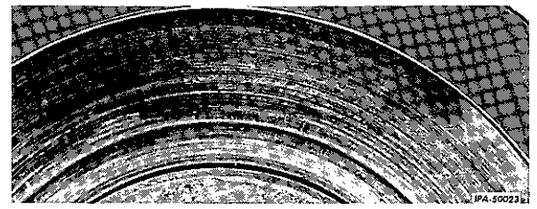
RETURN SPRINGS (CHROME SILICON)

TD-14 & TD-15 — 6 required *
Test length—inch 1 3/16
Test load—pounds pressure . . . . . 70—85

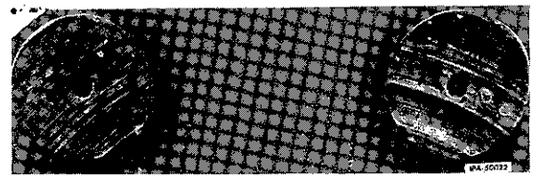
TD-18 & TD-20 — 6 required
Test length—inch 1 3/16
Test load—pounds pressure . . . . . 70—85

*(Below serial 4428-3 required)

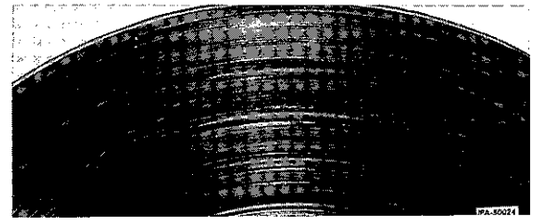
CERAMETALLIC FACINGS



FLYWHEEL SURFACE



DRIVEN MEMBER CERAMETALLIC BUTTONS

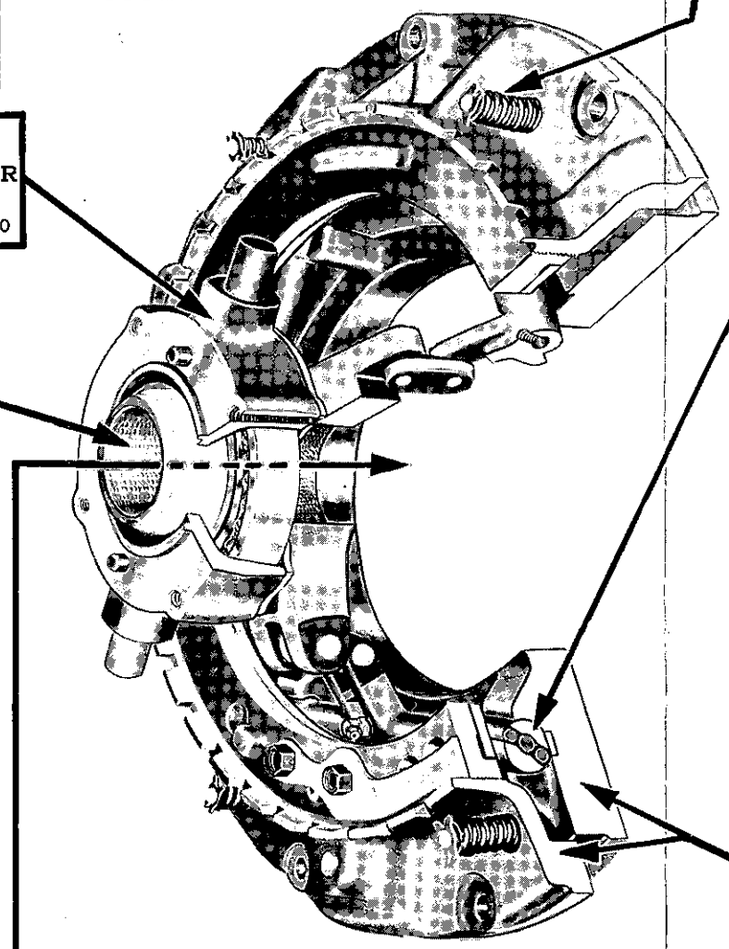


PRESSURE PLATE SURFACE

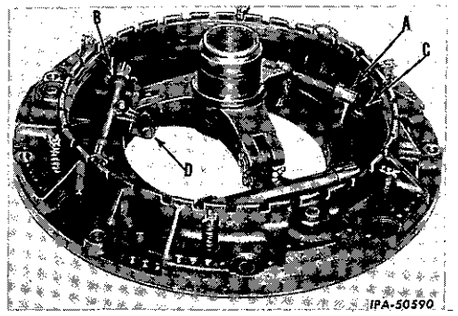
"Phonographic" type grooving and a deep blue-black color on mating friction surfaces is normal. Deepest grooves occur at O.D. and I.D. of driven member sweep. The three illustrations above show normal appearance.

When the majority of grooves exceed 1/16 inch, install new driven member and pressure plate. Lightly dress down the flywheel friction surface with emery, to remove roughness, allowing the grooves to remain.

CUTAWAY VIEW OF CLUTCH DRIVING UNIT

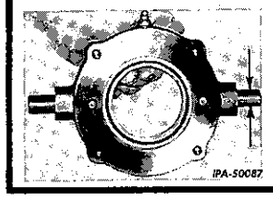


RELEASE CAMS, CAM SADDLES, CAM BLOCKS, CONNECTING LINKS AND PINS



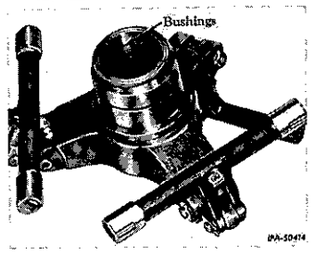
A. Cam diameter—inch . . . . . .870—.872
B. Saddle width—inch . . . . . .875—.877
C. Replace cam blocks if worn.
Clearance—inch . . . . . .003—.007
D. Connecting Links and Pins
Install new set if old parts show wear.
Overcenter action can be lost if total wear of A and B. exceeds 1/16" (.062).

RELEASE BEARING CARRIER



Carrier Trunnions diameter—inch .745—.750

SLEEVE BUSHINGS



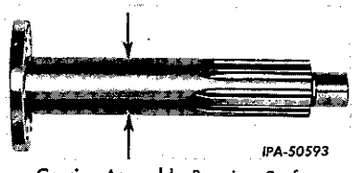
Split Bushings (when pressed into 2.125—2.126 sleeve bore)
I.D.—inch . . . . . 2.000—2.002

CLUTCH BRAKE DISCS

A. Brake disc with Facing. Replace when rivet heads become exposed.
B. Disc bolted to bearing carrier. Use emery cloth to dress the friction surface if scored.

NOTE: TD-15 & 20 Brake discs "A-B" locations are reversed, discs "A" having metallic button type facings.

CLUTCH SHAFT



Carrier Assembly Bearing Surface
O.D.—inch . . . . 1.994—1.996

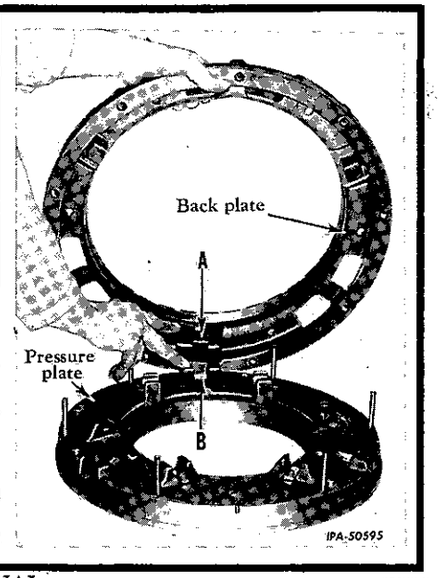
DRIVE LUGS AND DRIVE SLOTS

TD-14 & 15 — Drive lugs integral with pressure plate.

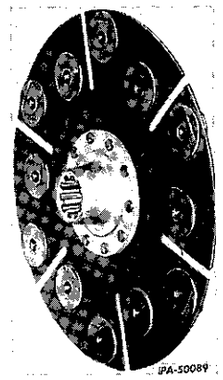
A. Drive lug width—inch . . . . . .736—.739
B. Drive slot width—inch . . . . . .749—.752
Clearance—inch . . . . . .010—.016

TD-18 & TD-20 — Replaceable drive lugs pinned to back plate.

A. Drive lug width—inch . . . . . .859—.864
B. Drive slot width—inch . . . . . .868—.871
Clearance—inch . . . . . .004—.012



DRIVEN MEMBER



TD-14 & TD-15 — 15 inch
TD-18 & TD-20 —17 inch

Single plate, both sides Cerametallic faced shown.

PRINTED IN UNITED STATES OF AMERICA

IPB-10215 C