

## RK400 CLUTCH INSTALLATION

Remove gearbox, Hardy disc, and Flywheel as per Rotax instructions.

The Flywheel and Hardy disc are not used on this application.

De-grease the crankshaft taper and it's threads.

If not already done...secure RETAINING PLATE to the CLUTCH DRIVE BODY using the four (4) Flat head allen cap \*\*screws. USE BLUE 242 LOCTITE on the screw threads and torque to 50 inch Lbs.

Mount the CLUTCH DRIVE BODY to the crankshaft taper using the existing \*\*Hex Head Bolt and Washer. USE BLUE 242 LOCTITE on this bolt. DO NOT use loctite on the taper. Torque to 550 inch Lbs.

Mount the CLUTCH RIM to the Coupling Flange (958-970) using the three (3) Allen \*\*head cap screws supplied with the CLUTCH. USE BLUE LOCTITE and torque to 250 inch Lbs.

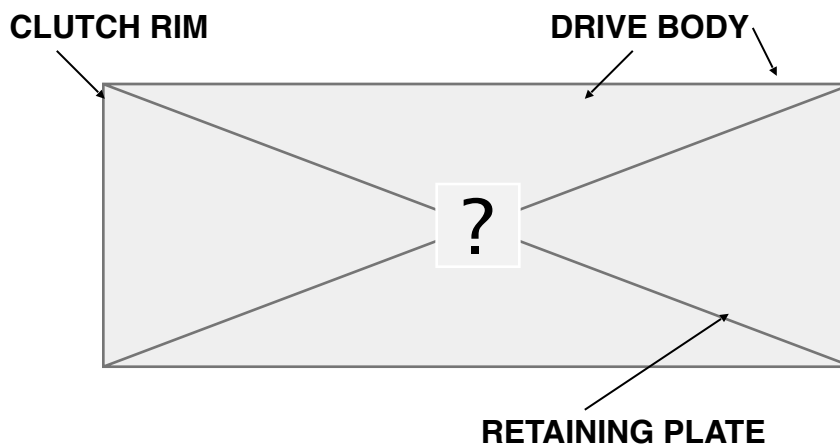
Mount the COUPLING w/ RIM into the Gearbox and onto the Pinion Shaft. Secure with the M8 X 35 Allen Head Cap Screw and it's lock washer (removed at disassembly). USE BLUE 242 LOCTITE and torque to 210 inch Lbs.

Mount the Gearbox w/ Clutch Rim to engine as per Rotax instructions.

Turn the Prop shaft by hand to ensure RIM turns freely on DRIVE BODY.

Fill gearbox with oil and secure as per Rotax instructions.

FOR CLUTCH TO OPERATE PROPERLY ENGINE SHOULD BE SET TO IDLE UNDER 2200 RPM. THE GARTER SPRINGS ARE PRE SET TO ALLOW ENGAGEMENT AT APPROX. 2400 RPM (+/- 100 RPM). IDLE SPEEDS AT OR JUST BELOW THE ENGAGEMENT RPM WILL RESULT IN PREMATURE LINING WEAR OR LINING DETACHMENT FROM MECHANISM. LINING DETACHMENT IS EVIDENT WHEN PROP BARELY TURNS AT LOW RPM's ( below 2200 rpm). SHOULD THIS EVER OCCUR THE LINING ASSEMBLY SHOULD BE REPLACED



**\*\*NOTE:** All threads in this kit may have an oil coating on them that will need to be cleaned and dried. Carb cleaner does a good job of cleaning these threads

# INSPECTION AND MAINTENANCE

It is recommended that regular inspections be carried out on the RK400 clutch.

## **WEAR:**

Clutch wear will be directly proportional to the frequency of engagement. The operation of the clutch should be either engaged or disengaged. Running the engine at engagement RPM (between 2300 & 2650) will INCREASE the wear rate on the clutch pads and possibly cause detachment of the pads.

## **DAILY:**

Daily inspections should include a visual check to ensure no oil from the gearbox or other source is making it's way into the clutch area.

## **LINING:**

Lining inspections should be performed every 75 Hrs. of use. Clutch lining inspections will require gearbox removal.

New lining thickness is .152" (inches). If linings are found to be less than half of this thickness, the lining Mechanism **MUST** be replaced.

## **CAUTION:**

**NEVER RUN THE ENGINE WITH THE MECHANISM ASSEMBLY ATTACHED UNLESS THE OUTER CLUTCH RIM AND GEARBOX ARE ALSO IN PLACE.**