



ELECTRIC CVX AND MAGSTOP PTO CLUTCHES REPLACEMENT INSTRUCTION SHEET



READ BEFORE INSTALLATION TO KEEP FROM VOIDING WARRANTY

CVX and Mag Stop Clutches: Bearing mounted style clutches and clutch/brakes

Clutch is designed to be bottomed on a step in the crankshaft or jackshaft. When mounting bolt is torqued to the prescribed torque, rotor hub is captured between armature and field bearing inner races. Entire assembly (armature bearing rotor and field bearing) form a "column in compression" that rotates as a single unit. This column, when properly torqued, is held together with approximately 6,000 lbs. of clamping force. *Bearing retaining washer must be at least 1/4" thick — two thin washers cannot be substituted as they will yield under mounting torque causing clutch failure.*

- Ground drive pulley or spacer (if used) must be chamfered to clear the radius on the engine shaft shoulder. Ground drive or spacer surfaces must be perpendicular to the bore, parallel to each other and to the mounting surface within .003".
- Non-parallel and non-perpendicular spacers will result in excessive vibration and shortened life. Use spacers and install in the same orientation and in the same order as removed.
- Anti-rotation device is to keep the field and wires from rotating on the shaft. Anti-rotation pin, strap or cable must not restrict the bearing in the field assembly from either axial or radial runout. **WARNING: Clamping the field tight will preload the field bearing and will cause the bearing to fail. Use anti-rotation device to prevent clutch from rotating on the shaft.**

READ OWNER'S MANUAL PRIOR TO SERVICING THE TRACTOR.

1. Make sure that tractor ignition is turned off. Disconnect electrical connection to the clutch.
2. Remove the belt from the clutch.
3. Remove mounting bolt. Make sure that mounting bolt and washer are saved for installation of new clutch. If a D-drive is used on a Mag Stop style clutch, the new clutch will have the D-drive installed.
4. Remove the clutch from the shaft, being careful not to misplace any spacers that are installed between the clutch and the engine or ground drive assembly. Use spacers and install in the same orientation and in the same order as removed.
5. Install the new clutch making sure that the anti-rotation device is engaged in the clutch. Make sure that the field has a little free play and is not bound up.

6. Install mounting bolt and retaining washer and torque to spec for the clutch to work properly.

Use OEM mounting bolt (DO NOT SUBSTITUTE OEM BOLT)

REFERENCE CHART

Thread Size	Torque lb.-ft.	Torque N-M
3/8"-24 UNF	45-49 lb.-ft.	61-66 N-M
7/16"-20 uNF	55-60 lb.-ft.	75-81 N-M
M 10X 1.5	40-48 lb.-ft.	55-65 N-M

Above values are for dry, unlubricated assemblies



WARNING — Anything less than required mounting torque could result in clutch failure, thus VOIDING WARRANTY



7. Install belt and reconnect electrical connection. Replace any guards removed previously.