

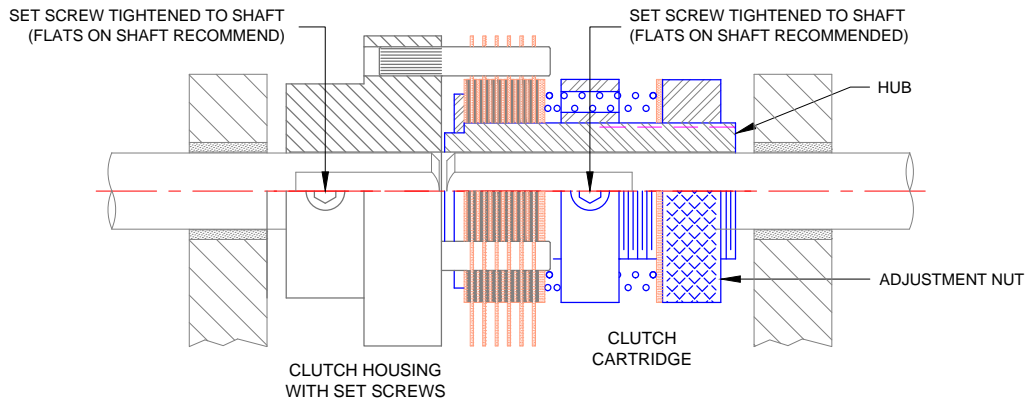
SLIPPER CLUTCH OPERATION

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 SLIPPER SERIES POLYCLUTCH IS DESIGNED FOR HORIZONTAL INSTALLATION
FOR VERTICAL APPLICATIONS (CAPPING, DRIVING, ETC)
PLEASE CONTACT A&A MANUFACTURING/POLYCLUTCH DIRECTLY FOR ADDITIONAL INFORMATION
1-800-298-2066 or 262-786-1500 (8am-5pm Central Time) OR sales@aaman.com

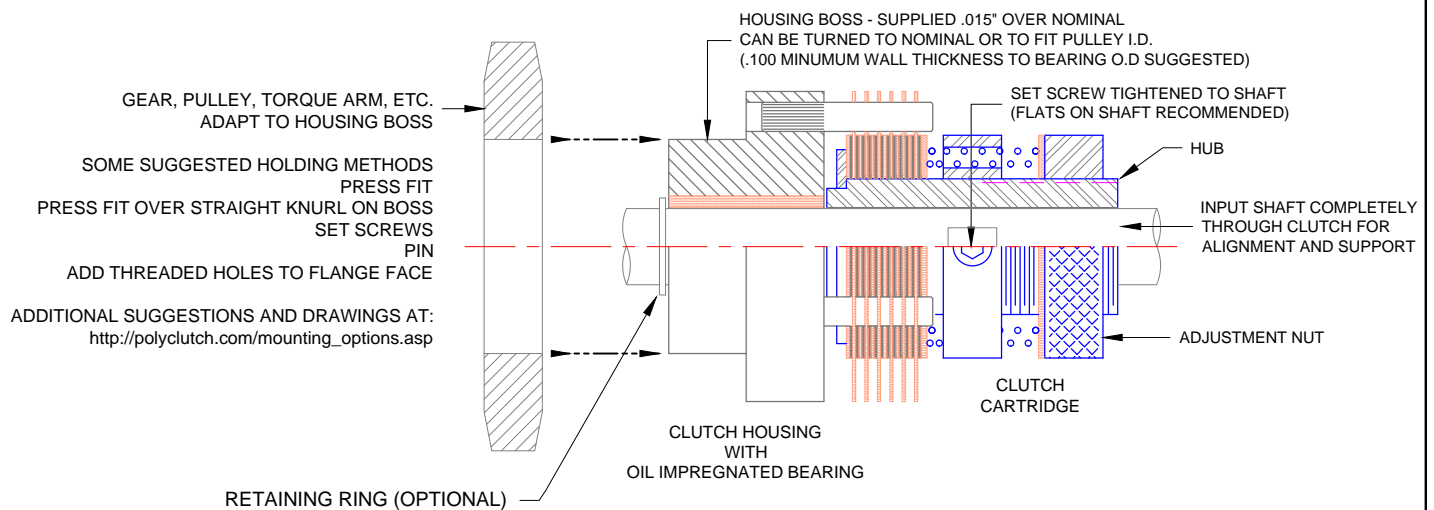
INSTALLATION - SHAFT TO SHAFT DESIGN



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