



## Installation & Maintenance Manual

### AIR ENGAGED FRICTION CLUTCH MECHANISMS WITH ADAPTERS



#### Catalog Products:

[M3R2R-STH](#) & [M3R2R-STL](#)

[M4R2R-STH](#) & [M4R2R-STL](#)

[M5R2R-STH](#) & [M5R2R-STL](#)

[M6R2G-STH](#) & [M6R2G-STL](#)

*And non-catalog variations  
of this clutch design.*

CLICK on product numbers above  
to obtain the product detail sheet  
which includes dimensional data  
helpful during installation.

#### Mach III Technical Support

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[www.machiii.com](http://www.machiii.com)

Detail sheets and 3D models are available on the Mach III website:

<http://www.machiii.com/Products/Clutches/Clutch-Mechanism/Clutch-Mechanisms-Adapters-Regular-Duty.asp>

Please contact Mach III to obtain assembly and parts list drawings.



**These products include rotating equipment and should be guarded according to OSHA requirements and other Federal, State and local regulations. It is the responsibility of the user to provide the necessary guarding.**

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## I. New Clutch Torque

New clutch torque is approximately 40% less than rated design torque until the friction and drive discs are worn in (lapped, burnished). The length of time for wear-in to occur depends upon the application.

## II. Installing Adapter

Great care must be exercised to assure proper alignment to prevent premature torque limiter failure.

Please use the links on page one of this document to obtain the detail sheet for your unit. This sheet will include the pilot diameter and other dimensions needed to machine the component which will be mated to the adapter.

Provide a pilot for clearance (slide fit) for bore in adaptor and drill standard clearance holes for the number and type of screws on the corresponding bolt circle in the mating component. The screws used to attach the component to the adapter should not be any longer than the sum of the depth of the threaded hole in the adapter plus the thickness of the component. Otherwise, the screws may bottom out. Tighten all screws to uniform torque based on screw size and use proper Loctite® (or equivalent) compound to assure a permanent mount.

## III. Clutch Installation

### A. SHAFT PREPARATION & MOUNTING

Mach III Clutch products are bored to fit a precision plug gauge for the specified bore size and should slide fit the mating shaft. Make certain that the shaft is free of burrs or nicks. It may be necessary to file or sand the shaft to assure a slide fit. **Never hammer the clutch onto the shaft.** Hammering on the clutch may cause evident damage or subtle injury that will shorten the wear life of the unit, and will void the warranty.

- (1) Apply the anti-seize (E-Z Break®) lubricant from the packet provided, or equivalent, to the shaft.
- (2) Insert key (customer supplied) onto the shaft.
- (3) Slide clutch over key on the shaft, align the sprocket or pulley.
- (4) Tighten set screws to secure the clutch to the shaft.

### B. AIR LINE CONNECTION

Refer to the dimensional spec sheet for NPT size to obtain correct fitting. Install fitting using a thread sealing compound to prevent air leakage. Connect a flexible air line to the fitting. **Do not use rigid piping.** Air supply should be both filtered and regulated. Contamination in the air supply may damage the clutch.

### C. ANTI-ROTATION (REACTION) ARM CONNECTION

The air cylinder portion of a Mach III through shaft style clutch is designed to remain stationary. Due to friction in the bearing housed in the air cylinder, this member will rotate unless an anti-rotation arm (a.k.a. reaction arm) is installed. A threaded hole is provided in the cylinder for the installation of this arm. Please refer to Mach III's *Anti-Rotation (Reaction) Arm Installation Instructions* document for illustrations of proper mounting. This document is available from the Mach III website: <http://www.machiii.com/pdf/ReactionArmInstallation.pdf> or by calling Mach III to have a copy sent by email or fax.

**Note that in all cases, the machine frame or bracket should not be tight against the housing of the clutch as contact may impede piston movement and will shorten bearing life.**

#### D. FINAL INSPECTION & TESTING

Check alignment of the adapter. Cycle the clutch with the machine off to check for air leaks and to ensure proper engagement and release. After a short run, check set screws and alignment.

#### IV. Clutch Operation

The maximum operating pressure should not exceed 80 PSI. Operation at pressures greater than that required for proper function will decrease the life of the bearings.

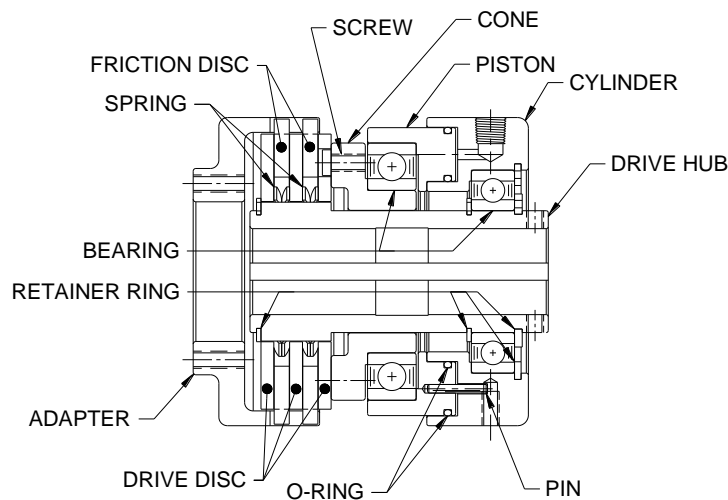
**Special Note Regarding Friction Disc Contamination:**

The friction material used in this product will absorb oil, water, chemicals and other contaminants. Depending on the type of contamination, clutch may either seize up entirely or lose torque capacity. If friction discs become contaminated, they should be replaced. See repair kit ordering information below.

#### V. Routine Maintenance

When installed and operated according to the preceding guidelines, Mach III Clutch products should require little or no routine maintenance. A repair kit is available which contains all parts subject to typical wear: friction discs, springs and O-rings.

#### VI. Parts diagram



<b>Repair Kit:</b>	Part number = Clutch Product Number + "-RPRK" (e.g. M3R2R-STH-RPRK)
<b>Additional Parts:</b>	Contact Mach III to obtain a complete listing of additional parts kits available for your specific clutch. Please reference product number when calling or e-mailing.
<b>Repair services:</b>	Factory repair is available. A return materials authorization (RMA) number must be obtained prior to sending any unit in for repair

#### VII. Repair Kit Installation Procedure

<p><b>Tools Required</b></p> <ul style="list-style-type: none"> <li>Hex Wrench Set</li> <li>Rubber Mallet or similar soft face hammer</li> <li>Retainer (snap) Ring Pliers</li> <li>Scraper</li> </ul>	<p><b>Compounds Required</b></p> <ul style="list-style-type: none"> <li>Grease</li> <li>O-ring Lubricant</li> <li>Loctite® #609 Retaining Compound</li> <li>Anti-Seize Lubricant (for re-installation)</li> </ul>
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## A. FRICTION DISC & SPRING REPLACEMENT

- (1) Remove clutch from shaft and place in vertical position with drive disc end facing upward.
- (2) Remove retainer ring, drive discs, springs and friction discs.
- (3) Drive discs should be clean, dry and free of burrs or nicks.

## FRICTION DISC & SPRING REPLACEMENT (CONTINUED)

- (4) Reassemble drive & friction disc section according to reference drawing using new friction discs, springs and steel drive discs as necessary.
- (5) Assure that drive discs move freely on the drive hub and that the lugs of the friction discs move freely in the drive slots of the adapter.

**Note Regarding Wave Spring Alignment:**

The beginning of the coil of each spring should be placed in the same relative (O-Clock) position to the drive hub to assure equal separation of the drive disc.

## B. O-RING REPLACEMENT

- (1) Remove clutch from shaft and place in vertical position with cylinder end facing upward.
- (2) Remove retainer ring from drive hub.
- (3) Remove air cylinder with bearing from drive hub. The air cylinder bearing is a slide fit on the drive hub and is affixed to the drive hub with a thin coating of Loctite<sup>®</sup>. You may need to strike the hub, or an object inserted in the hub with a rubber mallet or similar soft face hammer, while pulling the cylinder upwards to break the Loctite<sup>®</sup> seal.
- (4) Remove inner retainer ring from the drive hub.
- (5) Next, remove sub-assembly consisting of the piston, bearing & cone. The disc package (consisting of friction discs, drive discs & springs) will now be accessible. Note that the first drive disc contains a milled hole. **It is important that this disc is returned to the top during reassembly to line up with the screw in the cone.**
- (6) Separate cylinder and piston/bearing/cone sub-assembly taking care not to bend the pins which connect them.
- (7) Inspect O-ring seals. If worn, replace using new O-rings that have been lubricated with an O-ring lubricant such as Dow Corning<sup>®</sup> #4 Compound or equivalent.
- (8) A very *thin* coat of O-ring lubricant should also be applied to the inner walls of the cylinder.

## C. REASSEMBLY

- (1) Place the piston/bearing/cone sub-assembly over drive hub making sure the screw head in the cone is inserted in the corresponding hole milled in the drive disc. This prevents the cone from skidding on the drive disc.
- (2) Replace the inner retainer ring on the drive hub.
- (3) Inspect the inside diameter of the bearing in the air cylinder. If Loctite<sup>®</sup> residue is present, gently scrape and assure that the surface is clean.
- (4) Place a small amount (dab) of grease (Mantek<sup>®</sup> Elite Red or equivalent) on the pins that connect the air cylinder and piston.
- (5) Apply a thin coat of Loctite<sup>®</sup> #609 retainer compound to the inside diameter of the bearing (applying excessive Loctite<sup>®</sup> will make future disassembly more difficult), then slide the air cylinder/bearing sub-assembly over the drive hub making sure the pins of the cone are aligned with the holes in the cylinder.
- (6) Make sure that all components are well seated and replace the outer retainer ring.
- (7) See "Clutch Installation" portion of these instructions for the proper procedure for reinstalling the clutch.



**Technical assistance is available by contacting Mach III Clutch, Inc.**

Mach III Product Warranty

<http://www.machiii.com/Resources/Warranty-Info.asp>

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