

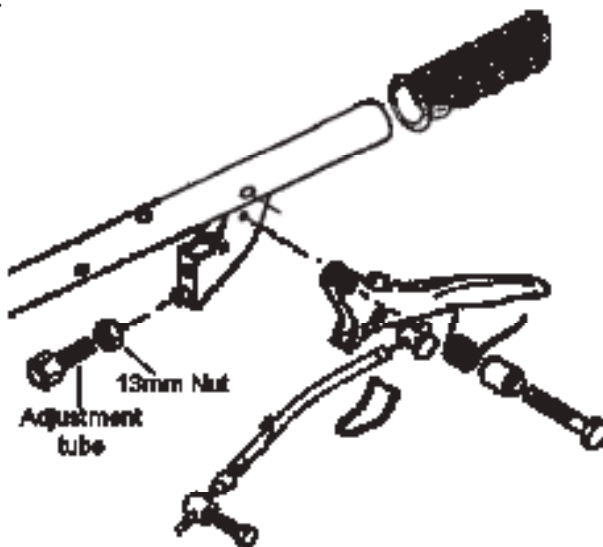
Clutch Adjustment for Standard Tractors.

Excludes BCS PowerSafe models: 660, 739, 740, 749, 750, 770, 779 and Ferrari PowerSafe models 329, 339.

Clutch adjustment is a common subject of inquiry.

When the tractor unit has the clutch lever in the down position and the clutch is slipping, or seems to have a lack of power going to the wheels and attachment, this generally indicates that the clutch cable is too tight. This guess can be confirmed by squeezing the clutch lever. If you feel resistance almost immediately, the cable is definitely too tight.

When the tractor unit has the clutch lever in the up position, engine running, and is in neutral: If when trying to shift gears you hear a grinding noise, and the machine won't shift into gear, this generally means the cable is too loose.



To adjust the clutch, use a 13mm wrench to loosen the nut which “locks” the adjusting tube that is threaded into your clutch lever bracket on the left handlebar. After you turn the nut counterclockwise a number of revolutions, you can then turn the tube clockwise, either with your fingers or an 11mm wrench. Turn the tube clockwise (to loosen the cable) or counterclockwise (to tighten the cable), as you “shorten” or “lengthen” the tube, you should notice more or less “free travel” in your clutch lever before you feel resistance. As a general rule of thumb, the lever is properly positioned when the measurement from the top of the rubber handlebar grip down to the clutch lever (when you first feel resistance) is about 5 inches.

When you think you're close to the position described above, start your engine, squeeze your clutch lever, and try to put the wheels in gear. If everything is as it should be, tighten the locking nut against the bracket with your 13mm wrench. If not, continue adjusting the tube until the tractor no longer slips the clutch and you are capable of shifting gears.