⚠️ WARNING:
Rotating equipment must be properly guarded. It is the responsibility of the user to properly guard all rotating equipment to comply with OSHA or any applicable regulations. Failure to properly guard may contribute to severe injury should someone come in contact with the rotating parts or should the rotating part fail.

⚠️ WARNING:
DO NOT use TB Wood's products on any primary aircraft drive or any other drive which could endanger human life should a drive component fail.

⚠️ WARNING: Cancer - www.P65Warnings.ca.gov

INSTALLATION
Friction disc lugs must be slip fit in driven cup slots. When installing the cup, align lugs and slots carefully. Do not force during assembly; bent lugs will cause the clutch to malfunction. When installing the clutch, be sure the actuation hole in your rifle drilled shaft is properly located in relation to the actuation port in the clutch bore.

ACTUATING FLUID & LUBRICATING OIL
Standard D4 models do not have bearings and therefore require no internal lubrication. Disc pack cooling can be accomplished with external spray, mist or splash.

TYPES OF OIL
Use any high grade ATF (automatic transmission fluid) or Socony-Mobile DTE 24 oil (or equivalent).

MAINTENANCE
Model D4 Disc-O-Torque clutch, when properly applied and installed, will operate for a long period of time without attention. However, at equipment overhaul time, or when clutch repairs are necessary, all worn parts should be replaced. Rebuild kits are available for rebuilding clutches in the field.

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Item</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>Friction Disc</td>
<td>4</td>
<td>Outer Piston Ring</td>
<td>When and if these parts require replacement, it is usually a sign unseen damage may have occurred to other components in the clutch assembly. It is recommended that the entire clutch assembly be replaced.</td>
</tr>
<tr>
<td>12</td>
<td>Separator Disc</td>
<td>6</td>
<td>Inner Piston Ring</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Separator Spring</td>
<td>3</td>
<td>Outer O-Ring</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Snap Ring</td>
<td>7</td>
<td>Inner O-Ring</td>
<td></td>
</tr>
</tbody>
</table>

Rebuild Kits

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>D4xxDK</td>
<td>Disc Kit</td>
<td>D4xxSK</td>
<td>Seal Kit</td>
</tr>
</tbody>
</table>

Components not included in rebuild kits

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hub</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Piston</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Back Plate</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Plug</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
HOW TO SELECT AND ORDER THE DISC-O-TORQUE REBUILD KITS:
Disc-O-Torque rebuild kits can be easily ordered by specifying the proper kit number, series, model number and bore size of the clutch.

Example: (Seal Kit)  Kit No.  Series  Model No.  Bore
D445SK  D4  45  1 3/8

Kits should be obtained from the manufacturer of the machine in which the clutch is used, i.e., the original equipment manufacturer, or from the local TB Woods distributor.

DISASSEMBLY
1. Compress the disc pack by depressing the clutch backplate (10).
2. With the backplate depressed, remove the snap ring (11).
3. Remove friction discs, separator plates and separator springs as a pack (8, 12, and 9). If removing parts individually, note order of assembly.
4. Remove the piston (5) from the hub (1). Cover the piston with a cloth to prevent damage after this operation.
5. If any of the above parts are worn, overheated or warped, they should be replaced. Compare each part to a new part to determine degree of wear or distortion.
6. Examine the teflon seals (4 & 6) and “O” rings (3 & 7); remove if badly worn.

REASSEMBLY
1. Install the “O” ring (8) and teflon seal (6) into the hub groove.

NOTE: Teflon seals must be installed with a proper tool, such as an automotive type piston ring compressor.

2. Place the piston ring compressor over the teflon seal and tighten. This will compress the teflon seal to allow installation of the piston.
3. Install the “O” ring (3) and the teflon seal (4) into the piston groove in the same manner outlined above.
4. Install the disc pack (friction discs, separator plates, and separator springs) in the original order of assembly.
5. Place the backplate over the disc pack. With an arbor press, compress the disc pack and install the snap ring (11).

CAUTION: The discs should be centered in the pack before pressing to avoid damage.

TEST THE CLUTCH
After assembly is completed, the unit should be checked in two ways:

1. Check clearance in the disc pack. All discs should be free with no binding. Following is clearance required in the disc pack:

<table>
<thead>
<tr>
<th>SIZE</th>
<th>AVERAGE</th>
<th>MAXIMUM</th>
</tr>
</thead>
<tbody>
<tr>
<td>D430</td>
<td>.072”</td>
<td>.105”</td>
</tr>
<tr>
<td>D435</td>
<td>.096”</td>
<td>.130”</td>
</tr>
<tr>
<td>D445</td>
<td>.096”</td>
<td>.134”</td>
</tr>
<tr>
<td>D455</td>
<td>.108”</td>
<td>.142”</td>
</tr>
<tr>
<td>D460</td>
<td>.114”</td>
<td>.149”</td>
</tr>
<tr>
<td>D470</td>
<td>.126”</td>
<td>.161”</td>
</tr>
</tbody>
</table>

This can be measured with a dial test indicator by depressing the backplate (10) until all discs are engaged.

2. Check leakage. Apply normal operating pressure to the clutch and see if oil leaks out. There should be only a minimum amount--about one drop per minute. If excessive leakage is experienced, reinspect the teflon seals and seal diameters in the hub and piston.
TB Wood's Facilities

North America

USA
440 North Fifth Avenue
Chambersburg, PA 17201 - USA
888-829-6637 * 717-264-7161
Belted Drives and Elastomeric Couplings

Customer Service
1-888-829-6637 (Press #5)

For Application Support
1-888-829-6637 (Press #7)

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San Marcos, TX 78666 - USA
1-888-449-9439
General Purpose Disc Couplings

Customer Service
1-888-449-9439

4970 Jole St
Reno, NV 89502 - USA
775-857-1800

Canada
9779 45 Ave NW
Edmonton, AB T6E 5V8 - Canada
+1 780-439-7970

6305 Danville Road
Mississauga, ON L5T 2H7 - Canada
1-800-829-6631

1073 Rue Bégin
Saint-Laurent, QC H4R 1V8 - Canada
+1 514-332-4812

Mexico
Comisión Federal de Electricidad 850,
Industrial San Luis,
San Luis, S.L.P., 78395 - Mexico
+52 444 137 1500

Europe

Merchant Drive, Hertford
Hertfordshire SG13 7BL - England
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Wichita Clutch
www.wichitACLutch.com

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