



Electrak

PRODUCT SERVICE BULLETIN NO. OPSB 74-3

April 30, 1974

E8M/E10M CLUTCH ADJUSTMENT

Adjustment of the clutch on E8M and E10M tractors is explained below. Clutch adjustment is only required after extensive stretching of the drive belt, due to wear or misuse of the clutch.

CAUTION: REMOVE BATTERY CABLE FROM B2+ BEFORE ATTEMPTING TO SERVICE THE TRACTOR.

1. Raise the rear battery box cover and remove the nuts and lockwashers holding the plastic belt guard in place. Remove the guard.
2. Remove the cotter pin and clevis pin from the clutch rod clevis. See Fig. 1.

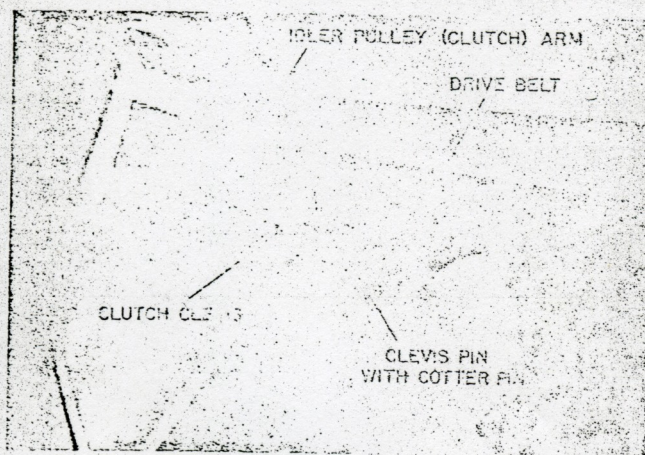


Figure 1

3. Lower the clevis from the idler pulley arm.
4. Rotate the clevis three revolutions counter-clockwise to lengthen the clutch rod.
5. Replace the clevis on the arm and temporarily insert the clevis pin. It will be necessary to slightly depress the clutch pedal until the clevis aligns with the hole in the arm.
6. The clutch/brake pedal should come to rest 1/4-inch to 1/2-inch from the front of the footrest. See Fig. 2.

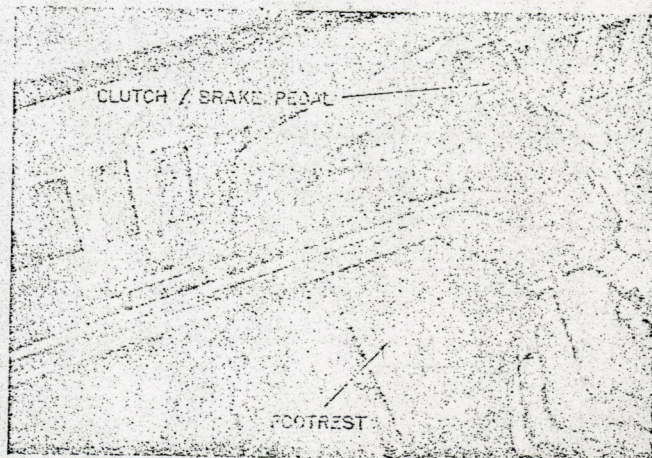


Figure 2

7. If the pedal-to-footrest distance does not fall within that range, then repeat Steps 3 through Step 6 until the proper clearance is achieved.

8. Replace the cotter pin. The clutch is now adjusted.

9. Check the operation of the clutch and brake. The brake may also require adjustment for better stopping ability or adjustment of the clutch-to-brake action of the pedal travel.

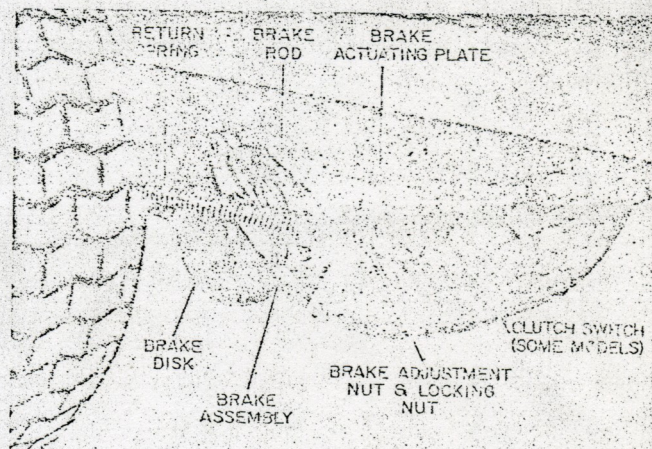


Figure 3

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GENERAL ELECTRIC

E8M/E10M BRAKE ADJUSTMENT

1. Block the front wheels and move the range selector to neutral.

2. Lift the rear tractor wheels clear of the ground with a proper capacity jack (1000 lb rating) and add a safety block to back up the jack.

3. Loosen the locking nut (see Fig. 3) located behind the brake adjustment nut.

4. Turn the brake adjustment nut clockwise to shorten the effective brake rod length. Turn the adjustment nut at one-half turn intervals. Check brake pedal travel after each interval until decreased travel is noticed under full pedal depression.

5. Retighten the brake adjustment locking nut and lower the tractor to the ground.

6. Test brake function for improved stopping.

CAUTION: ADJUSTING BRAKES TOO TIGHT WILL INTERFERE WITH PROPER DECLUTCHING OF THE TRANSMISSION, REDUCE THE TRACTOR RANGE BECAUSE OF "DRAGGING" BRAKES, AND GREATLY DECREASE BRAKE WEAR-PAD LIFE.