

Model 35/40 EZ Clutch Adjustment

All EZ models have a clutch lever located near the handle grip. Like an automobile clutch, it is used to transfer power from the engine to the transmission.

Power transfer is done by a drive belt that connects the engine to the transmission.

Pulling on the clutch handle pulls the idler arm pulley against the back of the drive belt. This pushes the drive belt into the grooves of the other 2 pulleys, transferring power from the engine to the transmission.

The transmission is attached to the wheel by a chain.

NEW MACHINES

With the unit powered off and in neutral, connect the 2 cable ends. Tighten about 6 turns.

On new machines, the belt will break in after the first several moves. The clutch may have to be tightened a few times as the belt wears in.

INITIAL ADJUSTMENT

With the unit powered off, shift transmission into forward gear (push shift handle forward). If shifting is difficult, squeeze clutch handle and roll Powertow slightly forward and try again. Do not force shifter.

Tighten clutch cable until slightly squeezing the clutch handle makes rolling the tug more difficult.

ADJUSTING TO TASTE

Make sure path in front of Powertow is clear. Shift to neutral. Start engine then shift to forward.

Slowly tighten clutch cable until the Powertow tries to creep forward. Loosen by 1 turn. This may take several turns. Do not squeeze clutch handle during this step.

Put Powertow in neutral and shut off engine.

Tighten jam nut against turnbuckle taking care not to accidentally adjust the clutch cable in the process.

TESTING ADJUSTMENT

Before hooking up to your aircraft, take a few minutes to experiment and get used to the operation of the clutch.

Only roll up to your plane with tug in neutral.

Make sure your plane is in an open, level area free of obstructions and hazards. Take a few minutes to get used to working the clutch to smoothly push and pull your plane.

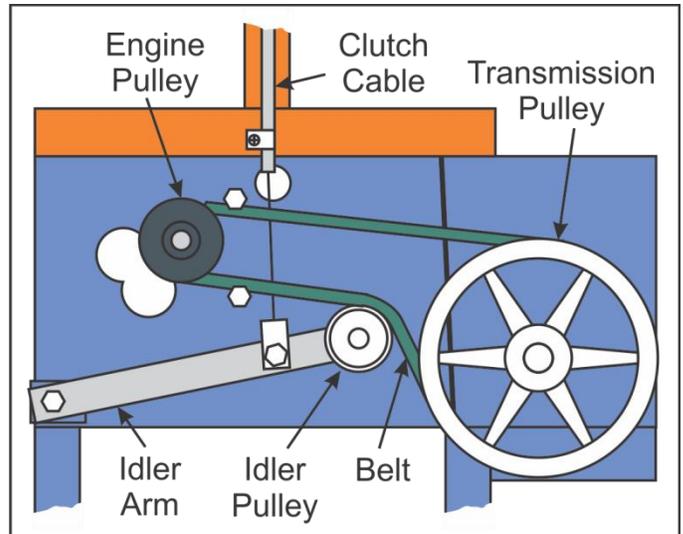


fig. 1

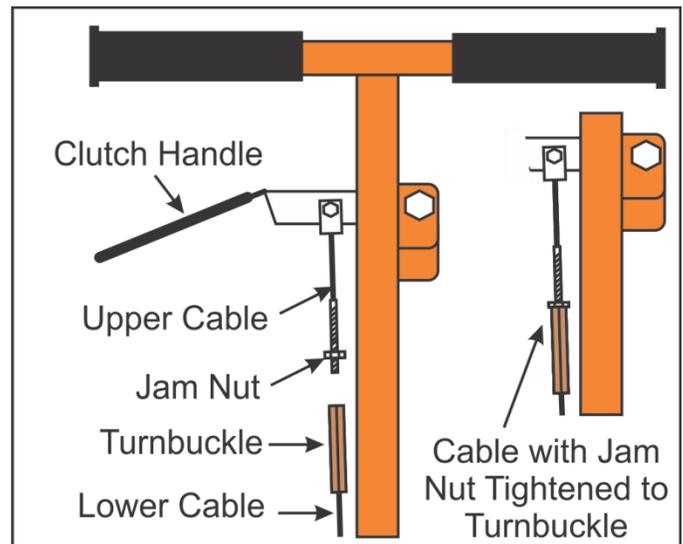


fig. 2

TIPS

The clutch also acts as a speed control. Squeeze the clutch slowly and smoothly to avoid jerky motions.

It is acceptable for the Powertow to creep slightly when in gear and not attached to a plane.

If the Powertow seems to be losing power, the clutch usually needs tightening.

Only approach your plane in neutral.

Pulling a plane is more hazardous than pushing.