



PART NO. 92-2655

**INSTALLATION
INSTRUCTIONS**
OVERRUNNING CLUTCH KIT
For Workman 3000 Series
Helping you put quality into play.™

The over running clutch allows attachment drive shaft to continue rotating after disengaging the rear PTO. The overrunning clutch must be used with high rotational inertia attachments such as mowers or blowers. Without the overrunning clutch, the vehicle may continue moving or transmission damage may occur.

INSTALLATION

1. Using dimensions shown in figure 1, locate, mark and drill (2) .281 dia. holes in each side of PTO shield on Workman vehicle. If holes are already in shield, proceed to next step.

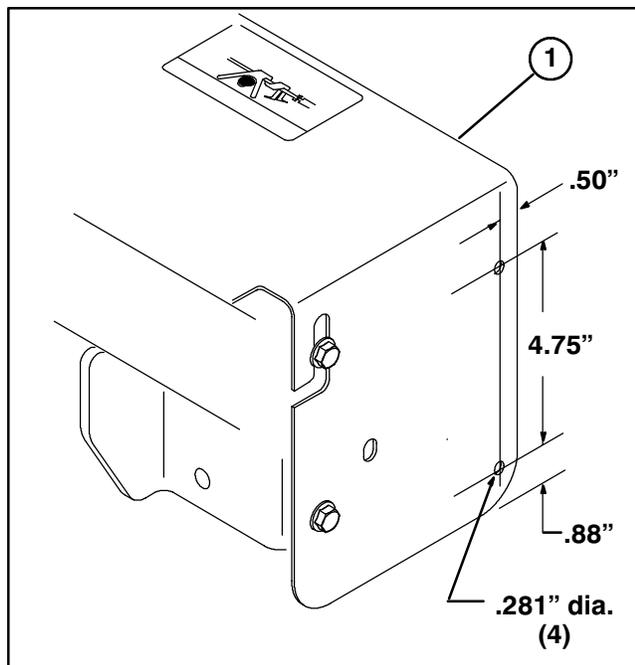


Figure 1
1. PTO shield

2. Mount shield extension to PTO shield with (4) flange head screws and nuts (Fig. 2).

3. Slide overrunning clutch onto PTO shaft while aligning mounting holes.

4. Secure over running clutch to PTO shaft with roll pin.

5. Install plug and grease fitting into each end of roll pin hole in overrunning clutch.

6. Grease overrunning clutch with No. 2 General Purpose Lithium Base Grease.

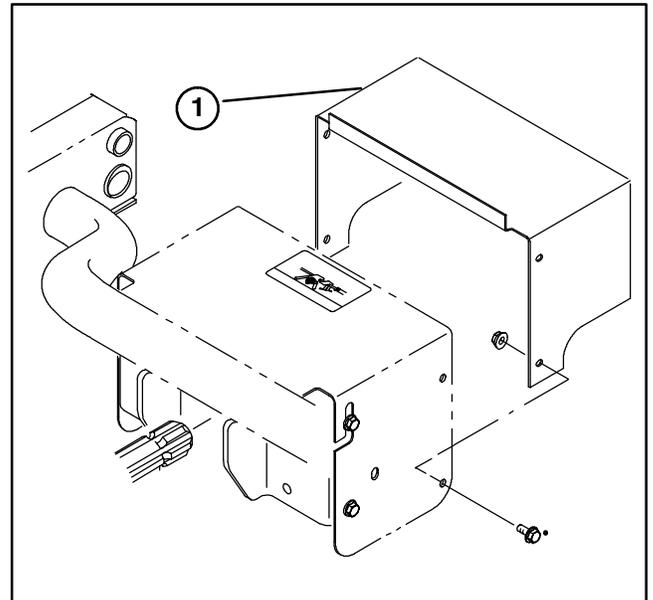


Figure 2
1. Shield extension

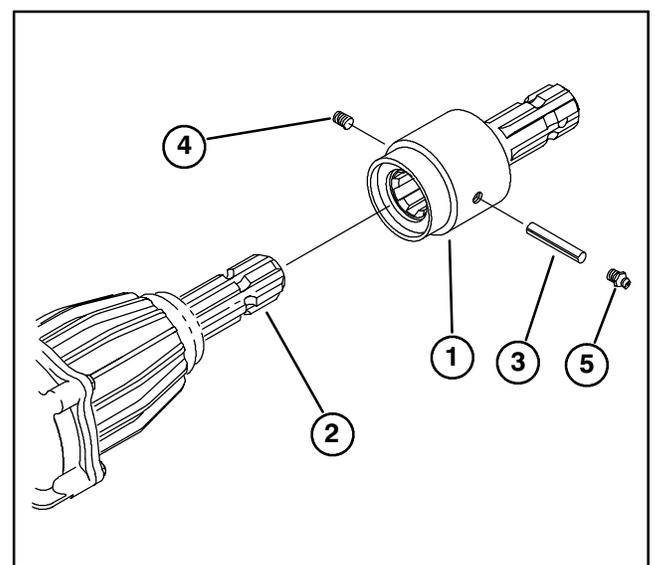


Figure 3

1. Overrunning clutch	4. Plug
2. PTO shaft	5. Grease fitting
3. Roll pin	

OPERATION

1. Using the overrunning clutch will lengthen the PTO shaft. Check drive shaft to assure it is short enough to compensate for added length of overrunning clutch and for short turning. A straight line drive shaft is desirable. Excessive angularity, runout or length, caused by short turning or uneven ground, may damage overrunning clutch, PTO, transaxle, drive shaft, equipment, etc. and cause premature failure.

To shorten drive shaft, proceed as follows:

- a. Hold half-shafts along side each other in the shortest working position and mark them.
- b. Shorten inner and outer guard tubes equally.
- c. Shorten inner and outer sliding profiles by the same length as the guard tubes.
- d. Proper overlap is a minimum of one-half the length of each tube. Check with drive shaft in longest working position.
- e. Round off all sharp edges and remove burrs. Grease sliding profiles.



CAUTION

Using attachments with high inertia (i.e. mowers or blowers) will increase the amount of force required to shift the vehicle and will damage the transaxle if frequently shifted.

- Do not shift vehicle while vehicle is moving if the PTO is engaged.
- Always use the overrunning clutch with high inertia attachments.



DANGER

An uncovered rotating spline can catch clothing and result in serious injury or death.

- When an attachment is not connected to the PTO shaft, disengage drive to the PTO by pulling back on PTO lever.
- The PTO includes a shield. This shield must remain on the vehicle and be used.
- Always keep PTO extension shield in place when operating overrunning clutch.
- Always disengage the PTO and shut off engine before attaching any attachment to the PTO shaft.
- With the overrunning clutch installed, the attachment will continue to rotate after the PTO is disengaged. Keep yourself and bystanders away until the drive shaft has completely stopped rotating.



WARNING

The vehicle may move unexpectedly if PTO is engaged and vehicle is shifted into gear, possibly resulting in serious injury to a bystander. Do not shift transmission into gear until PTO attachment has stopped rotating, even if the clutch is depressed. Make sure no person is around the PTO output shaft or the front or rear of vehicle.

2. Lubricate over running clutch grease fitting frequently (daily) with No. 2 General Purpose Lithium Base Grease. More frequent lubrication is required for heavy duty operations. Overrunning clutch can not be over greased.