



## ELECTROMAGNETIC CLUTCHES (WARNER/OGURA)

If the clutch does not work, check:

- a) that the battery is well-loaded (12V).
- b) that the current regularly reaches the clutch
- c) To leave out problems concerning the whole electric plant or the battery, connect a new battery directly to the clutch and check if the clutch engages correctly.  
**Pay attention to the positive and negative cables.**
- d) If the clutch engages after a few attempts, the causes may be:
  - lack of current/electricity
  - the clutch engaging button is faulty
  - weary clutch
  - one of the safety devices is active
  - (OGURA clutch) regulate the three nuts by inserting a 0,3 mm spacer between the disc and the plate (this regulation can be carried out only on the models CLS9 – clutch no.57704 – and FX27 – clutch no. 59691).

WARNER clutch: It is possible to repair the contact face between disc and plate to re-use the clutch. When the plate is namely too far from the disc (distance greater than 0,9 mm) the magnet could not engage properly. Keep a distance from 0,6 up to max. 0,8 mm.

If the clutch works but you hear a sort of clink when it is disengaged, the hub inside the plate could be detached. If this is the case, it is necessary to weld the hub before the clutch deteriorates completely (**CAUTION**: the plate must not be free to oscillate).

Useful tips:

- Do not engage the clutch with the engine at max. r.p.m.
- Engage the clutch outside the area to be mowed.
- Do not clean the clutch with greasers or high-pressure water jets (**the bearings will get rusty!!!**)
- The electromagnetic clutch should be mounted leaving a bit of freeplay on the rotating retainer, it must never be blocked.

**CAUTION** > WARNER has modified the polarity of its cables. Now on the new clutches the red cable is POSITIVE and the black cable is NEGATIVE.