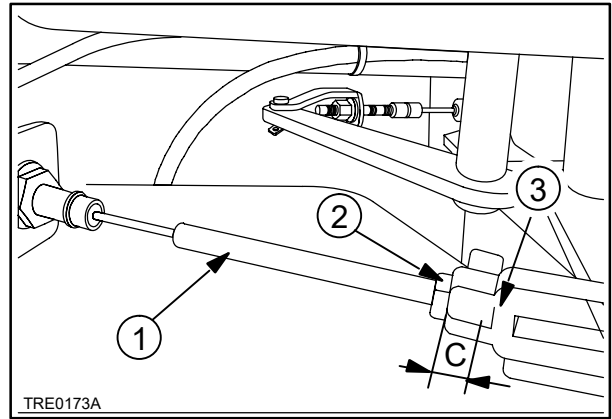


- Loosen the locknut (1) and remove the split pin (2).
- Turn the sleeve (3) to lengthen or shorten the operating rod, as required.
- Lock the split pin (2) so as to restore the travel with no load to 4.5 mm (0.1772 in.) then tighten the locknut (1).



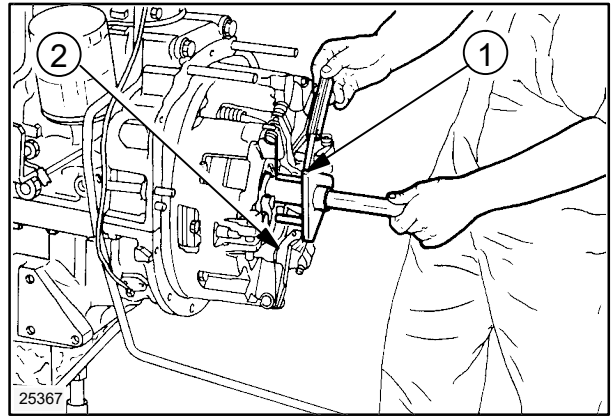
- screw in or unscrew the PTO clutch release lever adjuster screws so as to create a clearance between the end of the gauge face (1) and the PTO clutch release levers (2) of:

0.1 mm (0.0039 in.) for 11"/11" clutch

mod. JX60, JX70, JX80, JX90

8.1 mm (0.3189 in.) for 12"/12" clutch

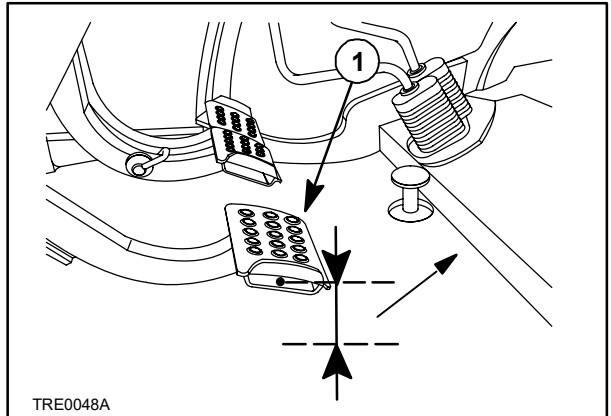
mod. JX95



42

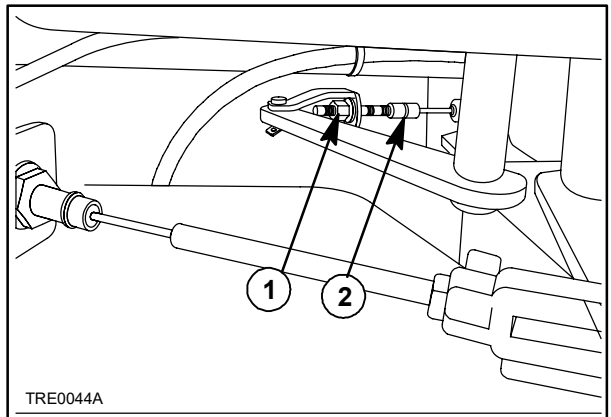
ADJUSTMENT OF THE MAIN CLUTCH CONTROL LINKAGE (Op. 18.100.40)

Check that pedal free travel before clutch release is approximately 40 mm . When free travel is down to 25 mm , adjust clutch as follows:



43

- Back off locknut (1) and rotate sleeve (2) counter-clockwise.
- Tighten locknut (1) ;
- Ensure that pedal free travel is 25 mm (0.9842in.).



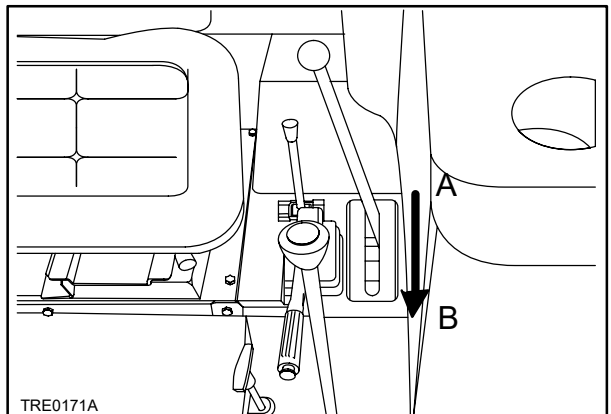
44

PTO CLUTCH LINKAGE ADJUSTMENT

The only clutch adjustment required is to check and, if necessary, adjust the clutch pedal free travel. This is the amount of pedal movement from fully released position (B) to the point where resistance is first encountered.

The clutch free travel (C, fig. 46) must be 4.5 mm (0.1772 in.). When this distance is down to 2.5 mm (0.0984 in.), adjust the clutch as follows:

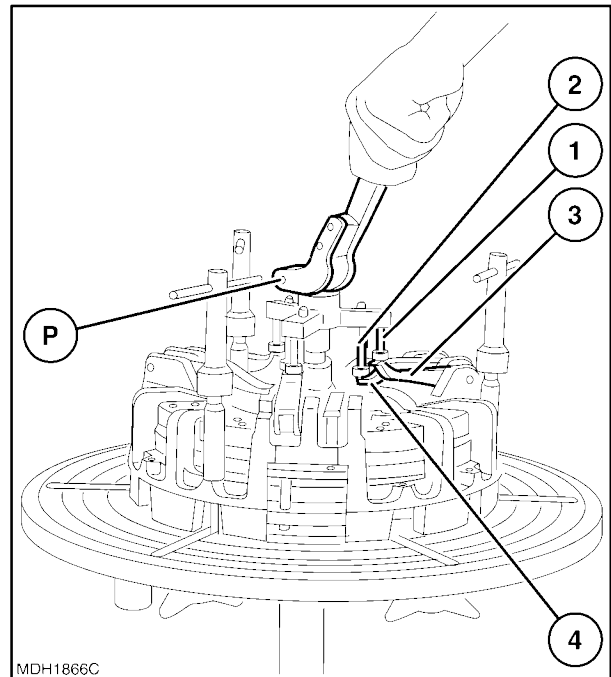
- Move the PTO clutch lever (A) to position (B) (fully lowered).



45

After adjusting the clutch lever, remove the hand-wheel (L, page 14) for the universal outfit **293650**. Fit the press **380000458** (P) on the plate of the outfit, adjust the length of the screws (1) so they are coplanar and rest on the release levers (3) of the PTO clutch and use the press lever (P), as shown in the figure, checking the PTO clutch gets released.

Then rest the screws (2) on the main clutch release levers (4) and check that this clutch gets released.

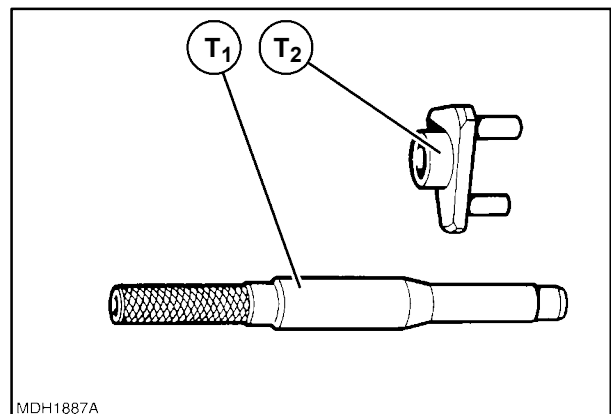


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39

1. Adjustment with clutch fitted on engine fly-wheel

Insert the pin of the adjustment kit (pin T_1 with gauge T_2) **380000612** (11"/11", mod. JX60, JX70, JX80 and JX90) or **380000292** (T_1 , for 12"/12" clutch, mod. JX95) into the clutch driven disc shaft seats, making sure the end makes contact with the bearing (10, page 4) and press the relevant gauge against it **380000612** (T_2 , for 11"/11" clutch, mod. JX60, JX70, JX80 and JX90) or **380000293** (T_2 , for 12"/12" clutch, mod. JX95).



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40

Then proceed as follows:

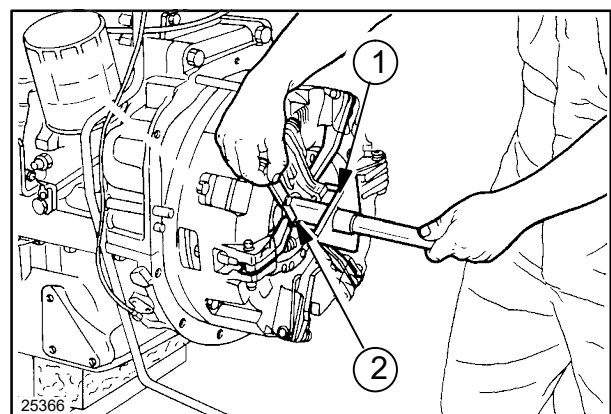
- screw in or unscrew the main clutch release lever adjuster screws so as to create a clearance between the end of the pins of the gauge (1) and the main clutch release levers of:

0.1 mm (0.0039 in.) for 11"/11" clutch

mod. JX60, JX70, JX80, JX90

8.1 mm (0.3189 in.) for 12"/12" clutch

mod. JX95



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41

ADJUSTING THE VALEO CLUTCH

To adjust the clutch correctly it is necessary for the release levers to be coplanar and set at the distances (D and D₁, page 4) in relation to the bearing surface on the engine flywheel.

NOTE: For the 12"/12" clutches the distance D₁ is reduced by **9 mm (0.3543 in.)** ($137 - 9 = 128$ mm ($5.3937 - 0.3543 = 5.0394$ in.)), see page 15.), lowering distance of the point of contact with the thrust bearing of the PTO release levers so as to use the gauge **293731** where the difference between the release levers is 25 mm (0.9842 in.).

The adjustment can be made indistinctly with the clutch on the bench or fitted on the engine flywheel.

1. Adjustment with clutch on bench.

Set the clutch on the plate of the universal outfit **293650** and lock it using the parts as described above for disassembly.

Fit the gauge (C) and lock it with the handwheel (L) for the universal outfit **293650**.

Screw in or unscrew the adjuster screws (2) of the release levers for the main clutch (1) to obtain the clearance (V₁) between the ends of the gauge pins (C) and the main clutch release levers. Then lock the screws with the nuts (3).

C. Gauge.

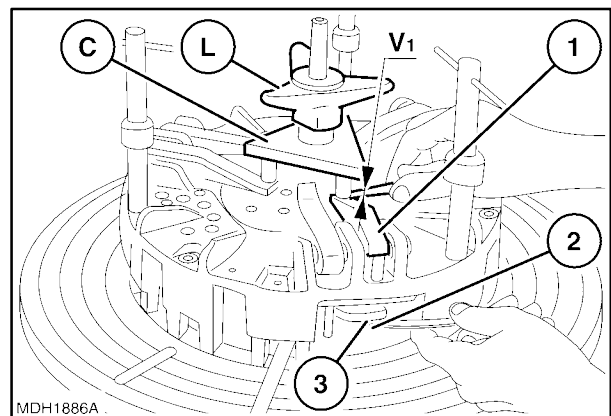
L. Handwheel **293739**.

V₁ = **0.1 mm (0.0039 in.)** Clearance to obtain between the ends of the gauge pins (C) and release levers (1) for 11"/11" clutch (mod. JX60, JX70, JX80, JX90) or:
= **0.1 mm (0.0039 in.)** for 12"/12" clutch (mod. JX95).

1. Release levers.

2. Hex wrench.

3. Adjuster screw and locknut.



37

Screw in or unscrew the nuts (2) for the adjuster tie rods of the release levers for the PTO clutch (1) to obtain the clearance (V₂) between the end of each release lever and the face of the gauge (C).

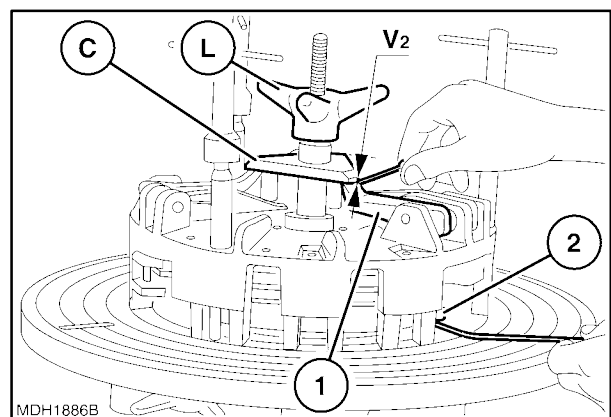
C. Gauge.

L. Handwheel **293739**.

V₂ = **0.1 mm (0.0039 in.)** Clearance to obtain between the gauge face (C) and release levers (1) for 11"/11" clutch (mod. JX60, JX70, JX80, JX90) or:
0.1 mm (0.0039 in.) for 12"/12" clutch (mod. JX95).

1. Release levers.

2. Adjuster nut.



38

MINIMUM PERMISSIBLE DIMENSIONS AFTER REFACING PARTS SUBJECT TO WEAR FOR VALEO CLUTCHES

11"/11" dual clutches

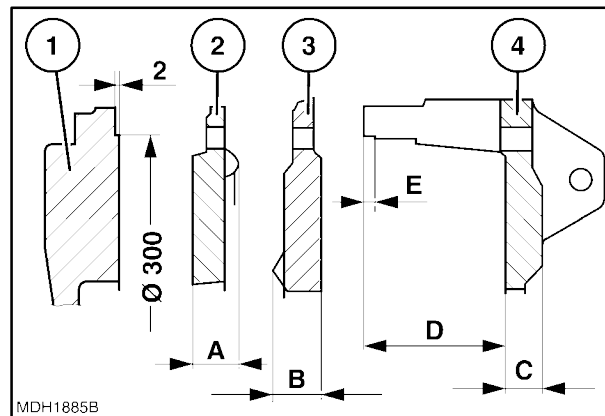
If it is necessary to reface the friction surface on the flywheel, bear in mind that the maximum amount that can be removed in relation to the nominal thickness is 1 mm (0.0394 in.).

Once terminated, moreover, the external lowering will need to be restored to 2 mm (0.0784 in.) (see fig. 34).

- 11"/11" dual clutch
mod. JX60, JX70, JX80, JX90

- A. ≥ 12.50 mm (0.4921 in.)
- B. ≥ 20.00 mm (0.7874 in.)
- C. ≥ 18.00 mm (0.7087 in.)
- D. ≥ 12.50 mm (0.4921 in.)
- E. ≥ 2.50 mm (0.0984 in.)

1. Engine flywheel.
2. PTO clutch pressure plate.
3. Main transmission clutch pressure plate.
4. Supporting housing.



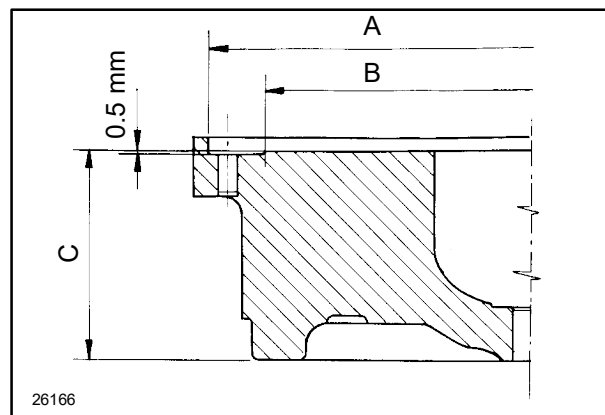
34

12"/12" dual clutches

If it is necessary to reface the friction surface on the flywheel, bear in mind that the maximum amount that can be removed in relation to the nominal thickness is 1 mm (0.0394 in.).

Once terminated, the external refacing will need to be re-set to 0.5 mm (0.0197 in.), as shown in figure 35 and 36.

- A. = 352 E8 mm (13.8582 in.)
- B. = 313 mm (12.3228 in.)
- C. = 73.5 mm (2.8937 in.)

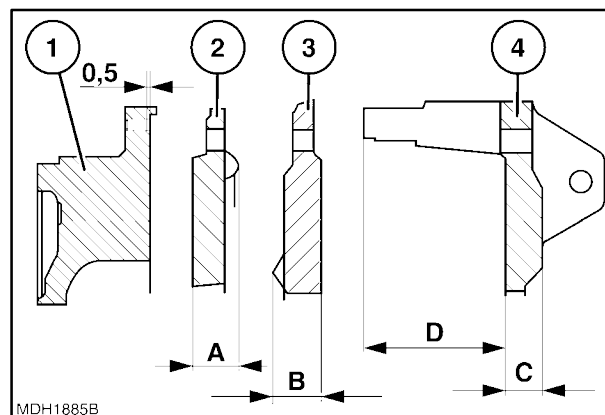


35

- 12"/12" dual clutch
mod. JX95

- A. ≥ 15.50 mm (0.6102 in.)
- B. ≥ 21.50 mm (0.8464 in.)
- C. ≥ 20.50 mm (0.4921 in.)
- D. ≥ 12.50 mm (0.8071 in.)

1. Engine flywheel.
2. PTO clutch pressure plate.
3. Main transmission clutch pressure plate.
4. Supporting housing.



36

Calculate the distance (D), removing material from the bottom of the clutch housing, using the following formula.

$$D = A + B + S_1 + S_2 + P + L$$

where:

A and B = distances measured of the two pressure plates after refacing;

S₁ and S₂ = measurements of the PTO and main clutch plates:

L = **2 mm (0.0784 in.)** for 11"/11" clutches mod. JX60, JX70, JX80 and JX90

= **0.5 mm (0.0197 in.)** for 12"/12" clutch mod. JX95

Lowering on the flywheel;

P = **4.20 ÷ 4.30 mm (0.1653 ÷ 0.1693 in.)** for 11"/11" clutch

mod. JX60, JX70, JX80 and JX90

= **4.30 ÷ 4.40 mm (0.1693 ÷ 0.1732 in.)** for 12"/12" clutch

mod. JX95 The dimension the spring must have to restore the original load.

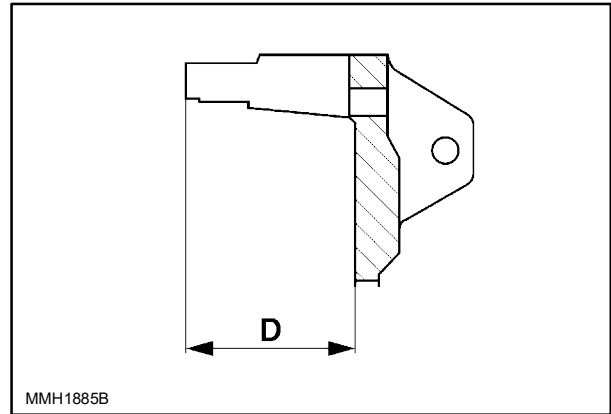
- check that the value obtained (D) is greater than or equal to the measurement made on the clutch to overhaul and that, in order to be able to restore it, the distance (C, fig. 34 and 36) of the housing must not decrease under the stated value. If this is not so, replace one or both of the pressure plates.

For 11"/11" clutches, check that the distance (E) is greater than the value given on page 18 fig. 34 and restore it if necessary.

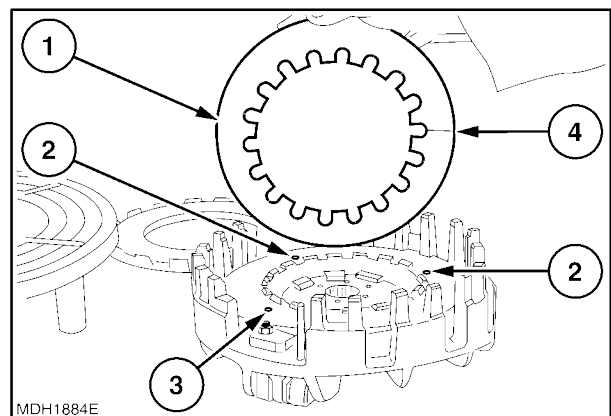
If required, pass the friction surface over the engine flywheel, remembering to restore the external lowering of the flywheel on completing this process. Refit the parts of the clutch using the specific tools of outfit **293650** and taking care to:

- position the Belleville spring (1) correctly on the main clutch pressure plate (3), making the centring dowels (2) correspond with the notches (4);
- adjust the clutch as directed below.

Note – When reassembling, tighten the six bolts fastening the flexible tabs driving the main and PTO clutch pressure plates to the supporting housing to a torque of 1.5 Nm (2.0337 ft lb).

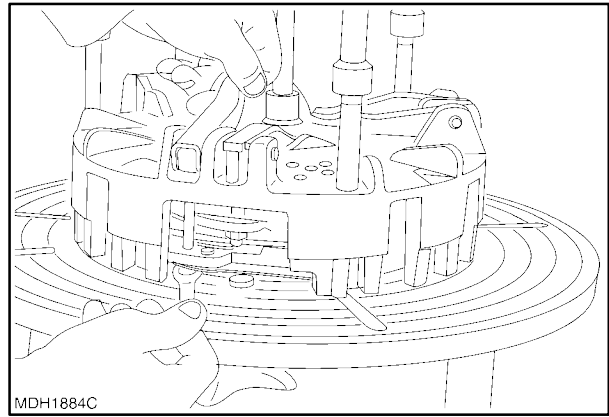


32



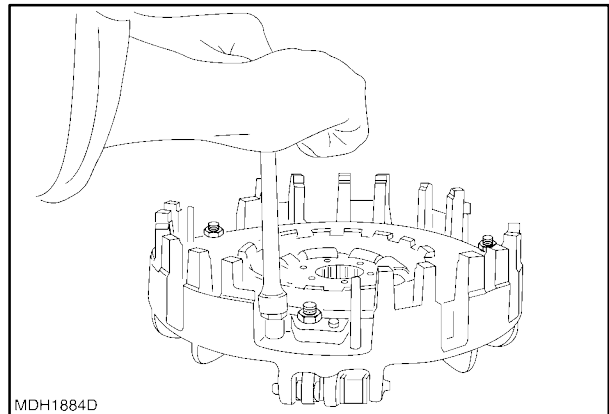
33

Remove the nuts (7; page 4) for the PTO clutch release lever adjuster tie rods and gradually unscrew the studs (F, page 14) thereby making it possible to extend the Belleville spring and break down the clutch into its parts.



30

Remove the three bolts retaining the flexible tabs driving the main clutch pressure plate from the clutch carrier housing and retrieve the pressure plate.



31



ATTENTION



When removing, overhauling and then refitting the clutch, pay special attention not to move the main clutch and PTO clutch pressure plate ring driving tables from their original assembly position on the pressure plate rings.

Check for wear on the clutch driven discs and replace them if the retaining rivets are worn down to or approaching the friction material. Replace the disc when the oil has soaked into the organic agglomerate surfaces.

Check the friction surface conditions of the pressure plates and the clutch casing.

If necessary, it is possible to reface them bearing in mind that the dimensions (A, B, C and D) of the refaced parts must not decrease beyond the limits shown in the figures below, in which case it would be necessary to replace the parts.

Proceed as follows:

- reface the surfaces of the pressure plates;
- replace damaged or worn discs;
- reface the surface of the clutch housing.

To fit the clutch on the universal outfit **293650** proceed as follows:

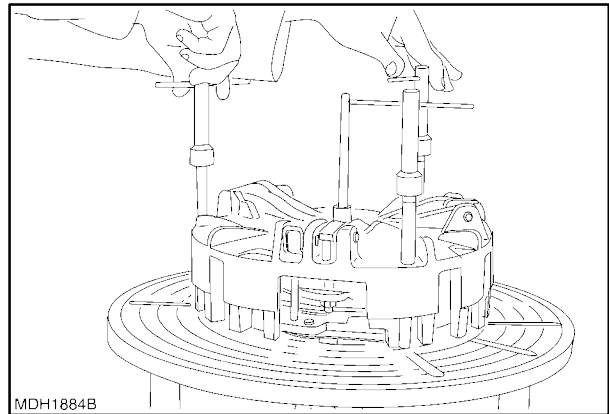
- place the central spacer (B) on the plate (A) and position it with the gauge bearing surface at a height of:
132 mm (5.1968 in.) (12"/12" clutches)
123 mm (4.8425 in.) (11"/11" clutch)
 and lock it at this height with the locknut (D);
- measure the thickness (S) of the PTO driven disc of the relevant clutch and place the adjustable side spacers (E) on the circumference of 240 mm positioning them with the upper face at a height (h) given by:

$$h = R_v + S + B$$

where:

- B** additional distance to lower the PTO release levers by 9 mm so as to use the gauge **293731** (with a difference in height between the PTO release levers and the transmission release levers of 25 mm (0.9842 in.)) to check the coplanarity
2.2 mm (0.0886 in.) for 12"/12" clutches (mod. JX95)
no increase (already using gauge **293731**) for 11"/11" clutches (mod. JX60, JX70, JX80 and JX90)
- R_v** flywheel external lowering distance
2 mm (0.0784 in.) for 11"/11" clutches (mod. JX60, JX70, JX80 and JX90)
0.5 mm (0.0197 in.) for 12"/12" clutches (mod. JX95)
- S** = measured thickness of the PTO driven disc;

- then lock the adjustable side spacers (E) with the relevant handwheels (M);
- rest the clutch assembly (of the PTO driven disc) with the PTO pressure plate on the plate and secure it with the three stud bolts (F, page 14), equipped with blocks (I) and spacers (N) of the necessary size.

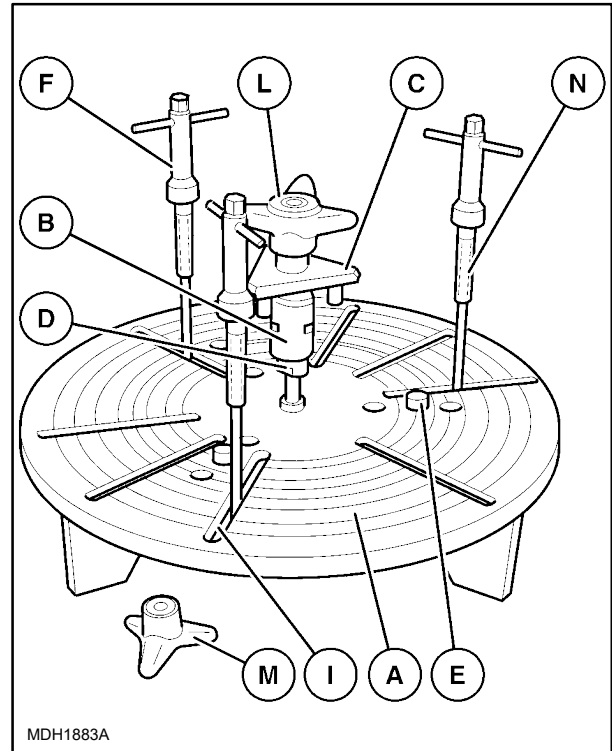


OVERHAUL

The clutch is removed, refitted and adjusted with the universal outfit **293650**.

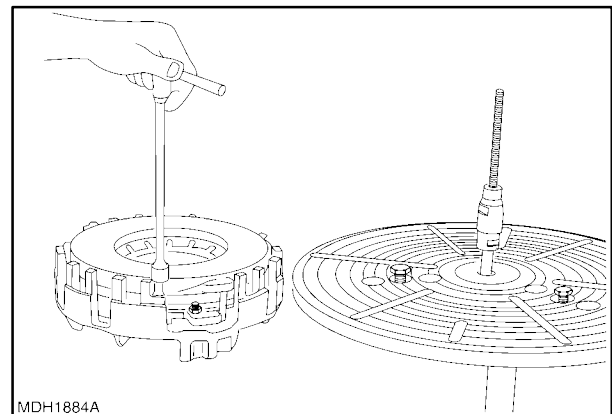
Parts of the universal outfit 293650 Necessary to adjust the VALEO clutch.

- A. Plate **293332**.
- B. Central spacer
293728. Ø 35mm (1.3779 in.) for 11"/11" clutch
293729. Ø 40mm (1.5748 in.) for 12"/12" clutch
- C. Gauge **293731**.
- D. Locknut **293730** for central spacer.
- E. Side spacers **293726**.
- F. Studs **293725**.
- I. Blocks.
- L. Handwheel **293739** securing the gauge.
- M. Handwheels **293740** securing the side spacers.
- N. Spacers for studs.



27

Note – Before fitting the clutch on the outfit **293650** it is advisable to remove the three bolts retaining the flexible tabs that drive the PTO clutch pressure plate ring from the supporting housing.



28

To re-install the engine, proceed as follows:

Check condition of ball bearings pressed in flywheel; replace in the event of excessive noise or binding.
To install a new bearing pack, lubricate with grease.

Position the clutch using tool **380000612** (mod. JX60, JX70, JX80 and JX90) or with tool **380000292** (mod. JX95). Fix the clutch to the flywheel with the six bolts.

Adjust the coplanarity of the clutch release levers as described on page 20.

Clean the spacer collar and the mating surfaces of the clutch housing, and also scrape all residue of old sealing compound from the mating surface of the engine.

Spread LOCTITE compound on the mating surfaces of the engine and spacer collar. Install the spacer collar on the stud bolts screwed on the engine.

Before connecting the transmission casing to the engine – front axle assembly, grease the discs hubs.

Chock up the rear wheels with wooden wedges, check that the hand brake is fully on and that the fixed and mobile stands are well positioned.

Fit and tighten the bolts securing the clutch housing to the engine.

Make sure that no electrical leads or cables are trapped between the two units.

Next rotate the crankshaft by turning the cooling fan, so as to allow the sleeve to engage the splines on the power take-off shaft.

Remove the stands of tool **380000236** from under the engine and the gearbox/transmission and the stand under the draw bar.

Refit the cab heater pipe union on the clutch/engine spacer collar. Connect the flexible rubber hoses to the union.

Connect the flexible power steering pipes of the front axle and add oil to the system.

Connect the flexible pipe to the injector fuel leak-off pipe.

Refit the multimeter and secure the sleeve with the relative clamp.

Connect the compressor, condenser and filter/dryer inside the cab by connecting the pipes

Connect all the electrical connections.

Connect the throttle cable to the injection pump.

Refit the 4WD propeller shaft and the relative guard.

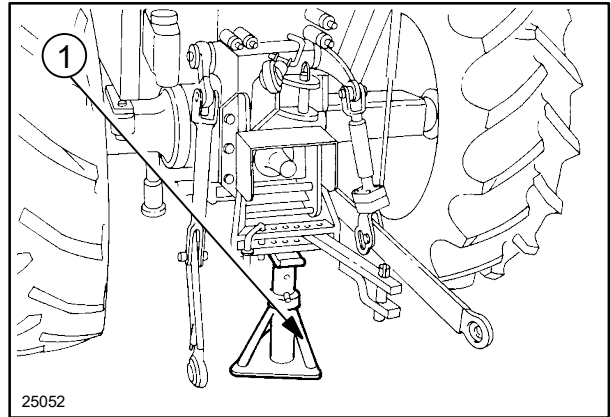
Refit the front ballast and secure with the vertical lock pin.

Fill the gearbox/transmission with oil.

Fill the engine cooling system with coolant.

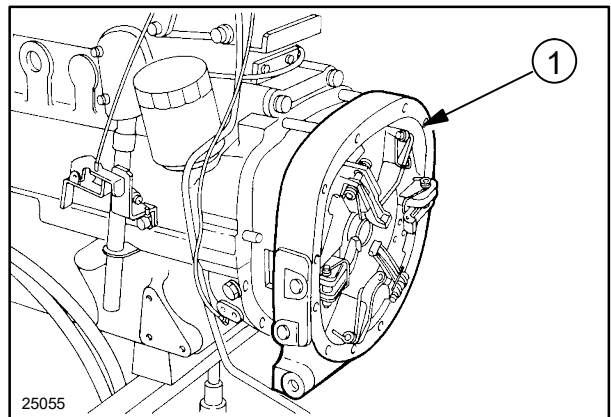
Connect the battery negative lead.

27. Position a fixed stand (1) under the draw bar support and pull on the hand brake.



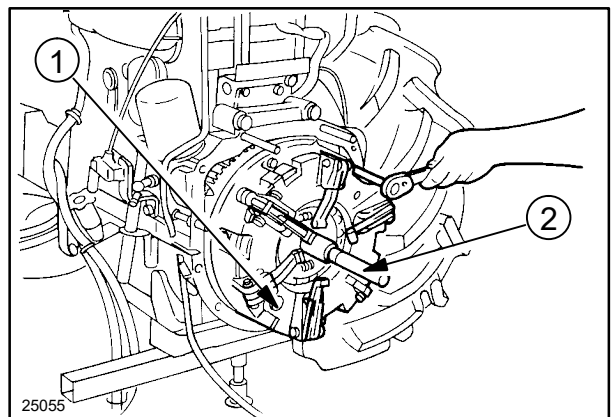
24

28. Remove the spacer collar (1) between the engine and the transmission (Model JX95).



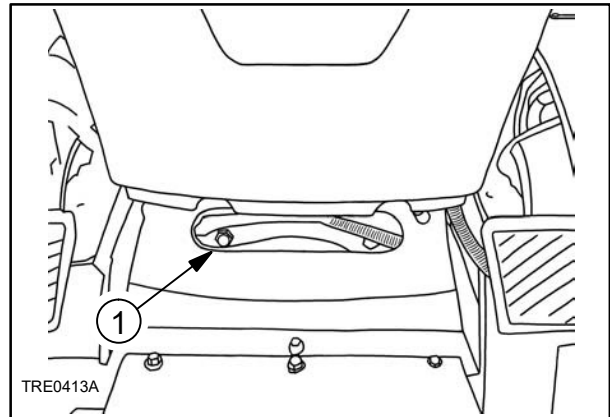
25

29. Using tool **380000612** (mod. JX60, JX70, JX80 and JX90) or with tool **380000292** (mod. JX95) (2), unscrew the retaining bolts (1) and remove the clutch.



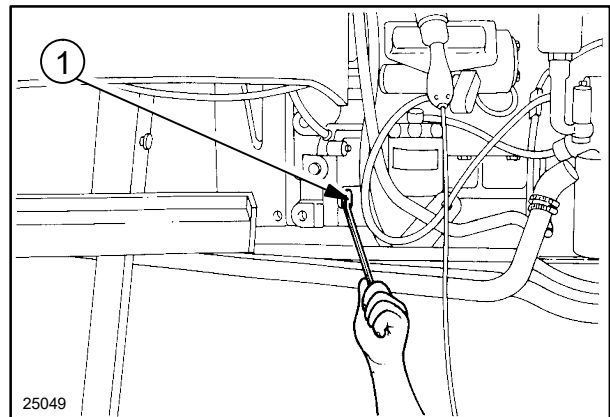
26

22. Unscrew the two nuts (1) and bolts securing the engine to the transmission, working through the two access slots.



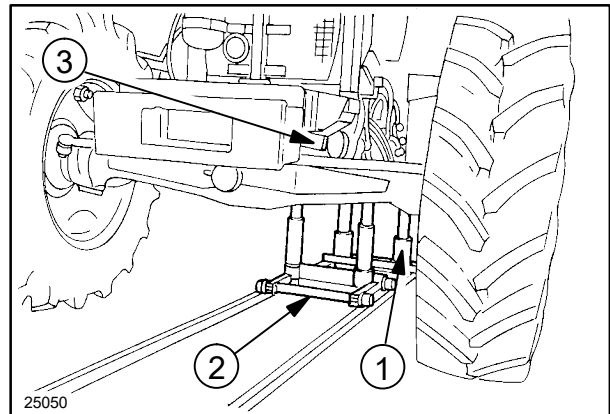
20

23. Unscrew the four lower bolts (1) securing the engine to the transmission.



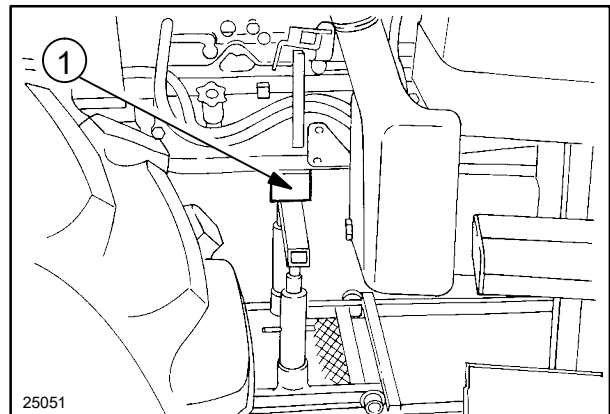
21

24. Position two wedges (3) on the front axle to prevent any movement of the engine about the axle pivot. Position the tractor dismantling stand **380000236**, so that the fixed support (1) is under the rear transmission housing in the area of the engine coupling flange and the mobile support (2) under the engine in the area of the flange attached to the transmission housing, as shown in fig. 23.



22

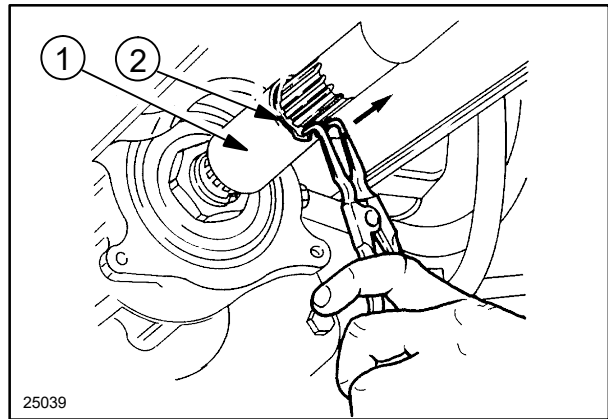
25. Place another mobile stand **380000236** under the front ballast carrier to prevent any possibility of the engine turning and tipping forwards when the gearbox case is removed.



23

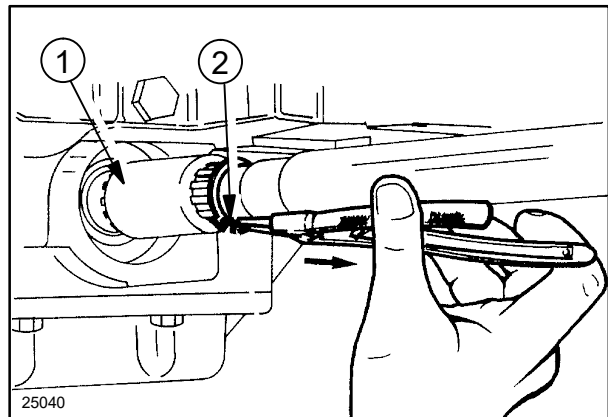
26. Interpose wooden blocks (1) between the stands and the tractor, and turn the stand height adjustment screws to bring the blocks (1) into contact with the tractor.

18. Remove circlip (2) and move sleeve (1) in the direction shown by the arrow to disengage it from the splined shaft of the front axle.



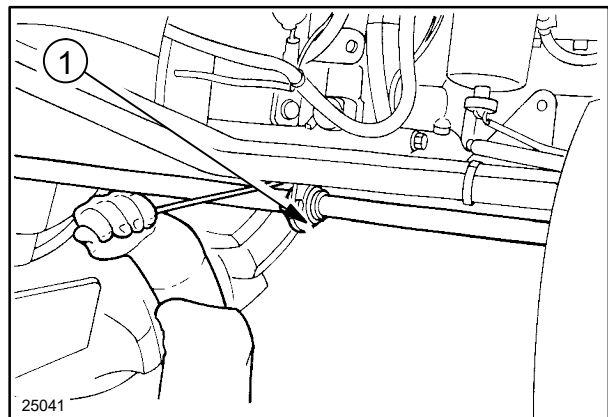
16

19. Remove circlip (2) and move sleeve (1) in the direction shown by the arrow to disengage it from the splined shaft of the drive.



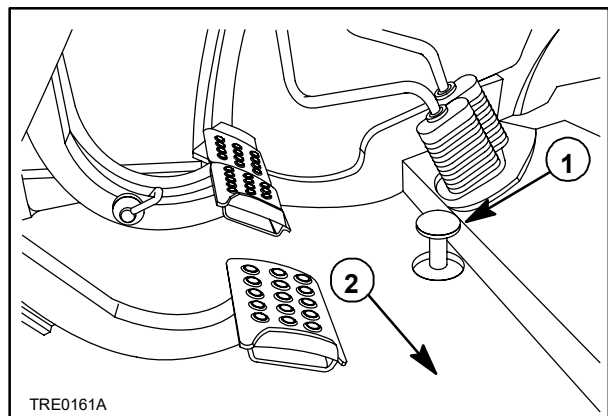
17

20. Remove the retaining bolts of the central support (1) of the prop shaft and recover the shaft complete with support.



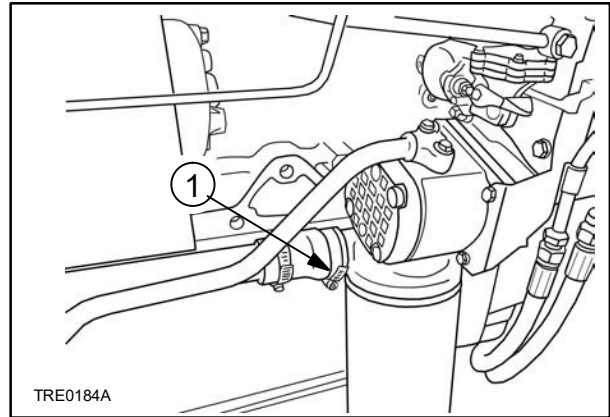
18

21. Withdraw the pin securing the differential lock (1) knob, remove the knob and remove the mat (2) from the cab floor.



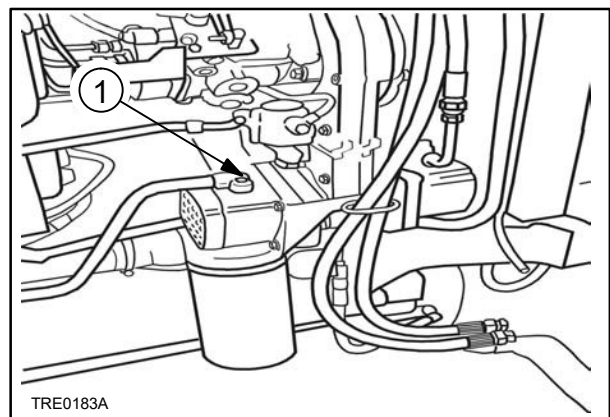
19

14. Disconnect the rubber connecting hose (1) of the hydraulic pump .



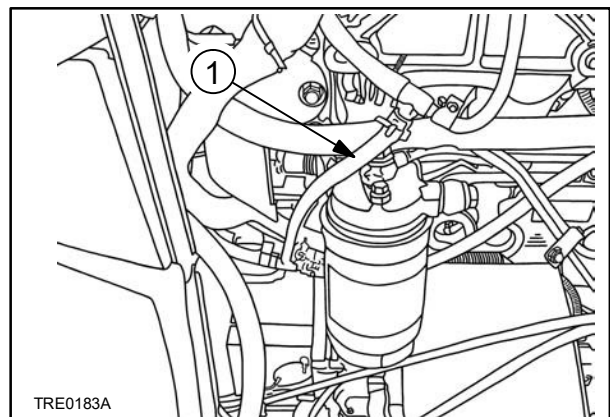
12

15. Disconnect the lift pump delivery line (1).



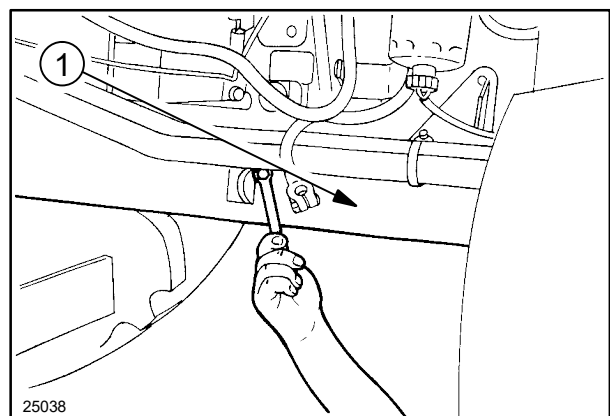
13

16. Disconnect the fuel line (1) from the glow plug.



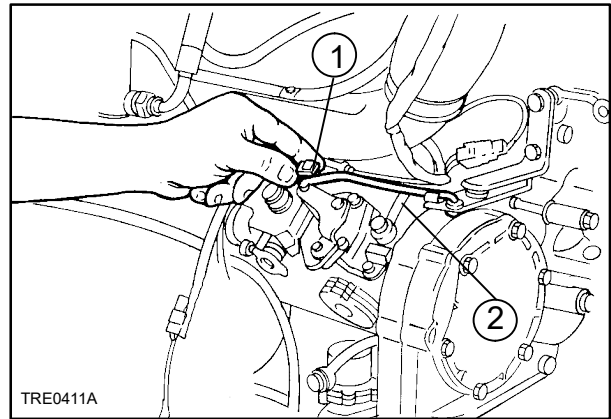
14

17. Remove the front, centre and rear screws securing the front axle prop shaft guard and remove the guard (1).



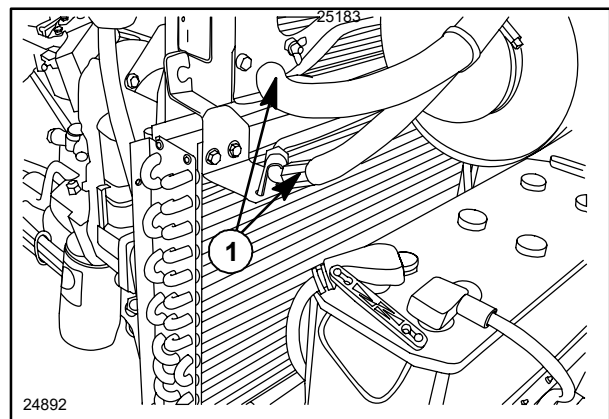
15

10. Detach the throttle control spring (1) and remove the throttle lever (2).



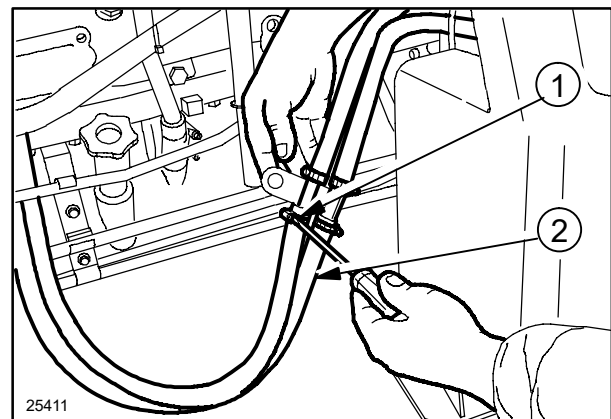
8

11. After recovering the air-conditioner gas (HRC_134a) with the **recovery and recycling station 294048**, disconnect the pipes of the cab air conditioner (1).



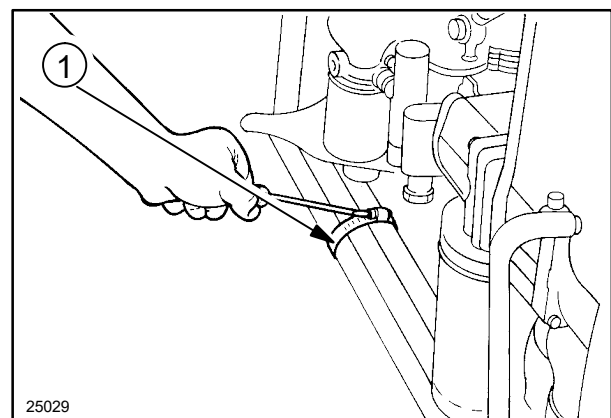
9

12. Slacken the clamps (1) and disconnect the cab heating pipes (2), being sure to mark them first.



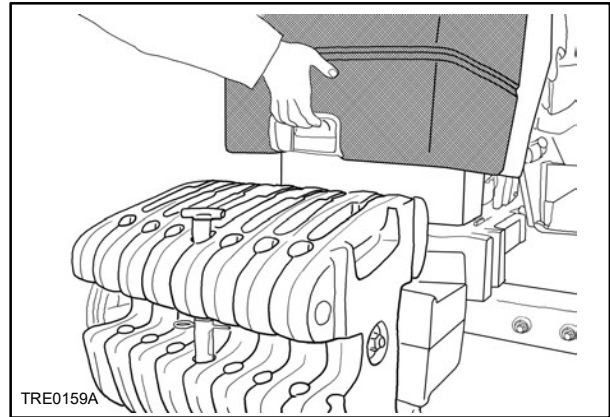
10

13. Remove the clamp (1) from around the pump and delivery pipes.



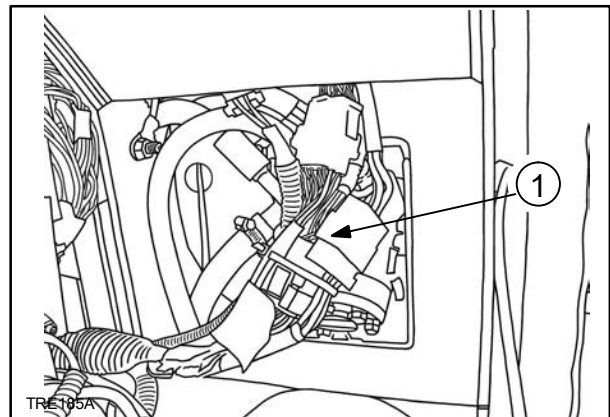
11

6. To access the engine the hood must be opened.



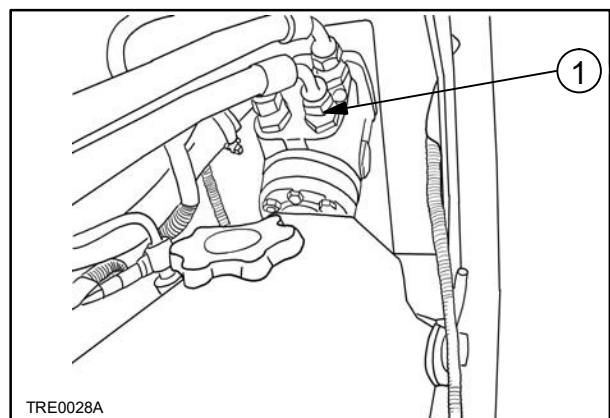
4

7. Remove the electrical connections (1)



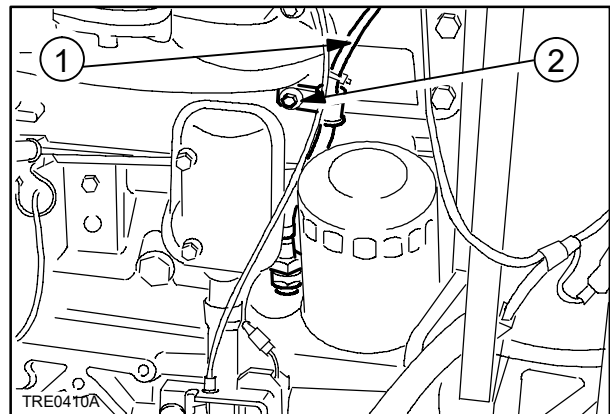
5

8. After draining off the oil from the power steering tank, disconnect the oil pipes (1) from the hydrostatic steering control valve unit.



6

9. Disconnect the multimeter cable (1) from the engine and undo the mounting retaining bolt (2).



7

CLUTCH**Removal–Refitting (Operation 18 110 10)**

To access the clutch it is necessary to separate the engine complete with the front axle from the transmission.

**DANGER**

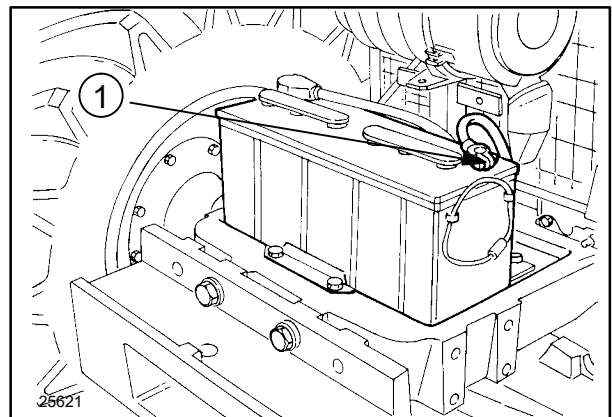
Lift and handle all heavy parts using suitable lifting equipment.
Make sure that assemblies or parts are supported by means of suitable slings and hooks. Check that no one is in the vicinity of the load to be lifted.

**ATTENTION**

Always use suitable tools to align holes. NEVER USE FINGERS OR HANDS.

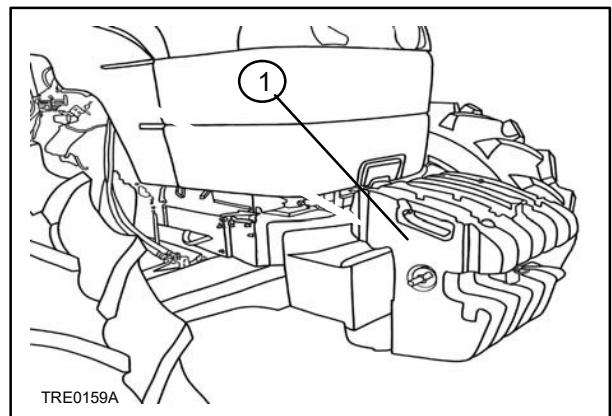
Proceed as follows:

1. Disconnect the negative battery lead.
2. Drain off the oil from the gearbox/transmission casing.



2

3. Drain off the coolant from the engine cooling system.
4. Disconnect two flexible hoses from the power steering control cylinder and drain off the oil from the steering system.
5. Remove the front ballast (1).

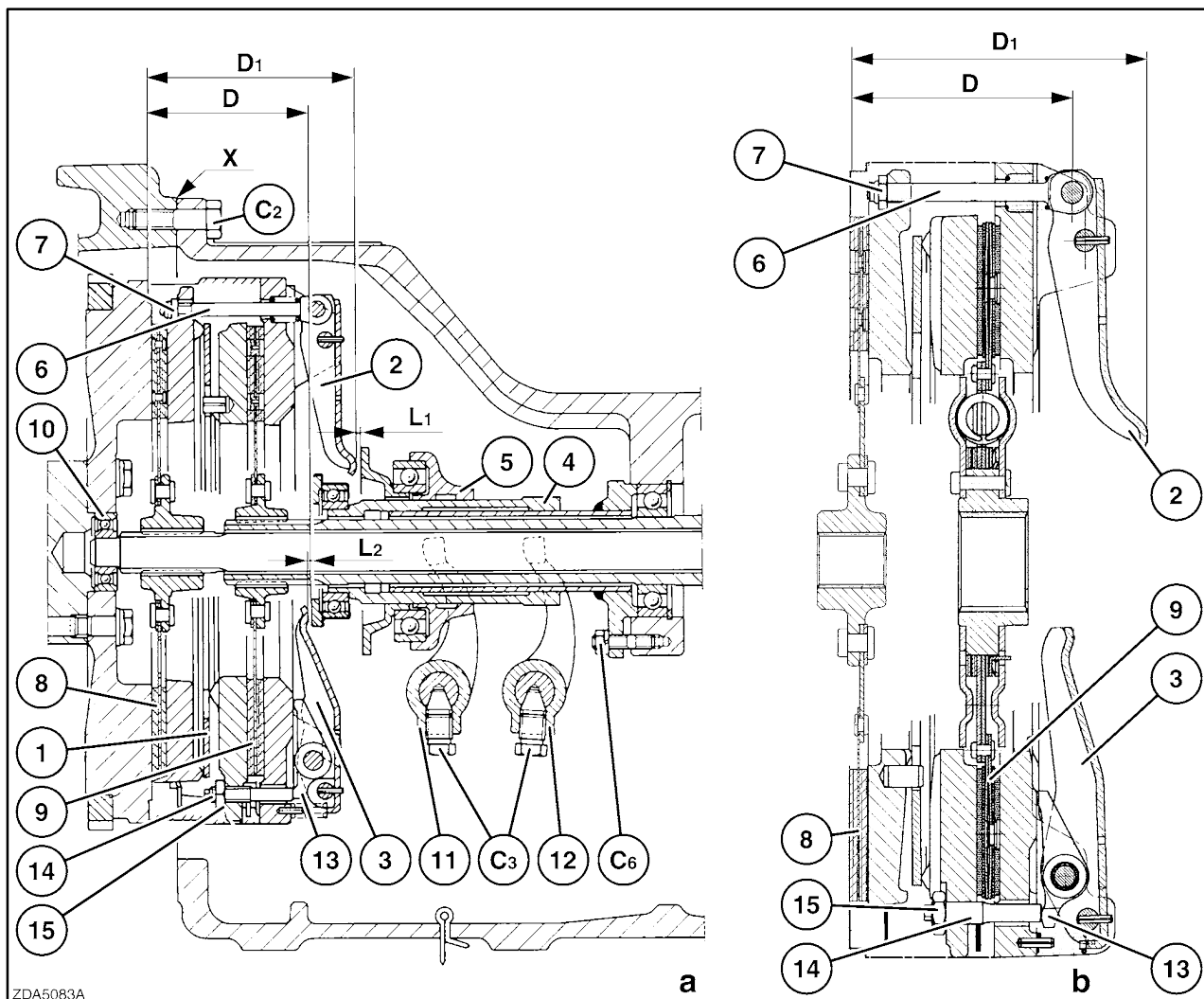


3

CLUTCH TROUBLESHOOTING

Problems	Possible causes	Correction
Clutch slips	1. Worn clutch plates (8 and 9, page 4) and/or worn pressure plate and flywheel. 2. Belleville spring (1, page 4) distorted or otherwise damaged. 3. Friction linings of discs (8 and 9, page 4) contaminated with oil and grease.	Check and compare the data given on the pages indicated; replace any parts which are worn up to or over the limit and adjust levers and clutch control linkage. Replace the Belleville spring. Replace discs; identify and eliminate the source of lubricant inside the clutch housing and thoroughly clean the friction surfaces.
Fierce clutch	1. Partial seizure of the external control linkage. 2. Friction disc (9, page 4) distorted. 3. Friction disc (9, page 4) with damaged hub springs or loose hub rivets. 4. Oil or grease contaminating the friction lining of discs (8 and 9, page 4).	Check linkage pivots and lubricate. Replace disc and adjust clutch control lever. Replace friction disc. Replace the discs, identify and eliminate the source of lubricant inside the clutch housing and thoroughly clean the friction surfaces.
Clutch sticks and drags	1. Disc friction linings (8 and 9, page 4) or discs deformed. 2. Seizure of the external control linkage. 3. Controls badly adjusted.	Replace and adjust the discs. Check, replace defective parts and lubricate. Adjust controls (see page 21).
Clutch noisy when engaged and/or disengaged	1. Thrust bearing worn. 2. Friction disc (9, page 4) with damaged hub springs or loose hub rivets.	Replace bearing. Replace friction disc.
Clutch pedal too stiff	1. Partial seizure of external control linkages. 2. Stiffening of pedal pivot.	Check linkage pivots and lubricate. Check pivot and lubricate.

LONGITUDINAL SECTION OF CLUTCH VALEO



- a** . Main clutch with driven disc made of organic material.
b . Main clutch with driven disc made of cerametallic.
C₂ Bolts securing clutch casing to the engine.
C₃ Fork lever retaining bolts.
C₆ Nuts for sleeve studs.
D . Nominal distance of lever (3) from clutch contact surface on flywheel (mod. JX60, JX70, JX80 and JX90, 11"/11" clutch **98 mm (3.8583 in.)** – mod. JX95 12"/12" clutch **103 mm (4.0551 in.)**).
D₁ . Nominal distance of lever (2) from clutch contact surface on flywheel (mod. JX60, JX70, JX80 and JX90, 11"/11" clutch **123 mm (4.8425 in.)** – mod. JX95 12"/12" clutch **137 mm (5.3937 in.)**).
L₁ . Clearance between PTO release lever and related thrust bearing **2 mm (0.0787 in.)**.
L₂ . Clearance between main clutch release lever and related thrust bearing **2.5 mm (0.0984 in.)**.
1. Belleville spring.
2. PTO clutch release lever.
3. Main clutch release lever.

- 4**. Main clutch release sleeve, complete with thrust bearings.
5. PTO clutch release sleeve, complete with thrust bearings.
6. Power take-off clutch release lever adjustment tie rod.
7. Power take-off clutch release lever stop nut.
8. Power take-off clutch plate.
9. Main transmission clutch plate.
10. Bearing on flywheel.
11. PTO clutch release sleeve control fork.
12. Main clutch release sleeve control fork.
13. Main clutch release lever adjuster lever.
14. Main clutch release lever adjuster screw.
15. Main clutch release lever adjuster nut.

WARNING: When refitting the clutch, check that the clutch plates are positioned as in the drawing.

NOTE: When refitting, carefully clean and degrease the mating surfaces X and apply sealing compound.

380000236 Tractor disassembly stand.

380000612 11"/11" clutch adjustment kit
(pin and gauge).

380000292 Dowel for centring and adjustment of 12"/12" clutches.

380000293 12"/12 Clutch adjustment
gauge.

293650 Clutch overhaul outfit.

380000458 Press for clutch lever release
test.

GENERAL SPECIFICATIONS, CLUTCH 11”/11”

(Model JX95)

Type		Dual clutch consisting of two single dry plate clutches
Mechanical		control: pedal operation for main clutch and hand lever for power take-off clutch
Engagement and release mechanism		single Belleville spring
Driven plate lining material for main transmission clutch (12”) Model JX95		Cerametallic
Driven plate lining material for PTO clutch (12”) Models JX95		Organic agglomerate
Driven plate thickness:		
. main clutch (9, fig. 1)		
. VALEO		
. Organic agglomerate and cerametallic	mm (in.)	10.2 to 10.8 (0.4016 to 0.4252)
. PTO clutch (11, fig. 1)		
. VALEO	mm (in.)	7.3 to 7.9 (0.2874 – 0.3110)
. wear limit	"	See pages 18
Clearance between main clutch release sleeve and related seat . .	mm (in.)	0.050 to 0.151 (0.0020 to 0.0059)
Clearance between PTO clutch release sleeve and related seat . .	mm (in.)	0.050 to 0.151 (0.0020 to 0.0059)
Release lever coplanarity adjustment		See page 19
Clutch control adjustment		See page 21

TIGHTENING TORQUES

PART	Thread	Tightening torque	
		Nm	ft lb
Clutch/flywheel retaining bolts			
– mod. JX60, JX70, JX80 and JX90	M 8 x 1.25	25	18.439
– mod. JX95	M 10 x 1.25	59	43.5162
Release command fork securing bolt (C ₃ , page 4)	M 16 x 1.5	157	115.7972
Retaining bolts securing clutch casing to engine (C ₂ , page 4) . .	M 12 x 1.25	98	72.2811
Clutch casing/engine retaining nuts (3, fig. 1 page 4)	M 12 x 1.25	98	72.2811
Nut for sleeve cover fixing stud (C ₆ , page 4)	M 8 x 1.25	17	12.8355

SECTION 18 – CLUTCH

Chapter 1 – Clutch

CONTENTS

Section	Description	Page
18 000	General specifications	1
	Tightening torques	2
	Tools	3
	Cross-sectional views	4
	Clutch Troubleshooting	5
18 110 10	Removal – Installation	6
	Overhaul	14
	Minimum permissible dimensions after refacing	18
	Adjustments	19
18 100 40	Adjustment of the main and PTO clutch control linkage	21

GENERAL SPECIFICATIONS, CLUTCH 11"/11"

(Models JX60, JX70, JX80 and JX90)

Type		Dual clutch consisting of two single dry plate clutches
Mechanical		control: pedal operation for main clutch and hand lever for power take-off clutch
Engagement and release mechanism		single Belleville spring
Driven plate lining material for main transmission clutch (11")		Organic agglomerate
Models JX60 and JX70		cerametallic
Models JX80 and JX90		Organic agglomerate
Driven plate lining material for PTO clutch (11")		
Models JX60, JX70, JX80 and JX90		
Driven plate thickness:		
. main clutch (9, fig. 1)		
. VALEO		
. Organic agglomerate and cerametallic	mm (in.)	10.2 to 10.8 (0.4016 to 0.4252)
. PTO clutch (11, fig. 1)		
. VALEO	mm (in.)	7.3 to 7.9 (0.2874 – 0.3110)
. wear limit	"	See pages 18
Clearance between main clutch release sleeve and related seat ..	mm (in.)	0.050 to 0.151 (0.0020 to 0.0059)
Clearance between PTO clutch release sleeve and related seat ..	mm (in.)	0.050 to 0.151 (0.0020 to 0.0059)
Release lever coplanarity adjustment		See page 19
Clutch control adjustment		See page 21