

### 94C DUSTER CALIBRATION GUIDE

The operation and performance of any drive clutch is affected by many variables. Among these are engine horsepower, machine weight, weight of the payload, terrain conditions, sprocket ratio, operation of the secondary torque converter, overall condition of the machine, etc., etc. to achieve optimum machine performance with a replacement drive clutch, it is usually necessary to "fine tune" or "calibrate" the new clutch to make it totally compatible with the rest of the machine. THIS CAN BE VERY DIFFICULT AND TIME-CONSUMING!

... BUT calibrating the 94C Duster is a simple matter of adding or deleting a set of 3 activator pucks ... or substituting a set(s) of an alternate weight or shape. Additionally, by changing just the spring, still more unique calibrations are possible. Because it can be disassembled so easily, anyone can quickly calibrate the 94C Duster to his own personal requirements.

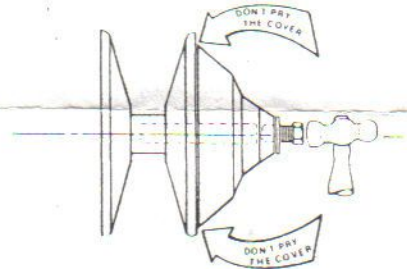
Each duster model's calibration of pucks and spring was selected to optimize performance for its typical expected machine application. AND FORTUNATELY, while there are literally hundreds of separate 94C Duster calibrations possible, for the typical user, the 94C duster "out of the box" set-up works fine because the unique Duster design features make it so much more EFFICIENT, SENSITIVE and SMOOTH. THUS, AS A GENERAL RULE, WE ENCOURAGE THAT THE 94C DUSTER BE TRIED FIRST, JUST AS IT COMES OUT OF THE BOX.

To suit the owner/operator's preferences, any 94C Duster can be re-set in a moment for an alternate engagement rate and shift pattern simply by pulling the cover and inserting the appropriate spring and pucks. Each 94C Duster comes complete with cover puller bolt.

### REMOVING THE COVER . . . DISASSEMBLY OF 94C DUSTER

1. Remove the clutch from the engine crankshaft PTO.
2. Using the washer (205748A) and puller bolt (205747A), thread the bolt into the clutch stem approximately 1/2" as shown.
3. Rap the head of the puller bolt briskly with a hammer several times until the cover springs loose. This also allows further disassembly of the 94C.
4. To reassemble, place the cover in position, align the flats of the post with the flats in the cover. Use the washer (205748A) and the puller bolt and tighten until top of cover is flush with tip end of stem. Remove the puller bolt and washer . . . CAUTION! Before final installation, see instructions which come with clutch.

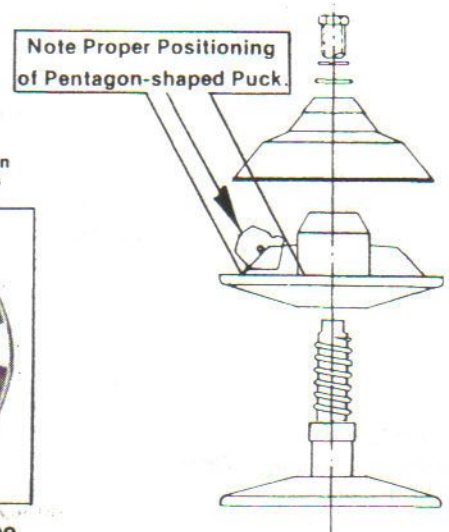
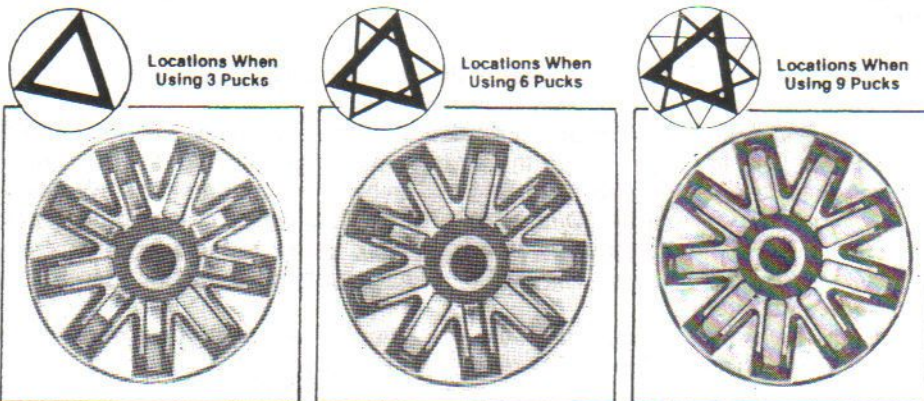
NEVER PRY OR BEAT ON THE COVER (205760A) TO BREAK IT LOOSE FOR REMOVAL FROM THE ASSEMBLY! Use the PULLER BOLT furnished and follow this procedure (see the illustration):



The 94C Duster, for all its ruggedness and simplicity, is yet a mechanical device subjected to extreme pressures and speeds. BE SURE THAT IS IS REASSEMBLED CAREFULLY AND PROPERLY. STUDY PARTS LIST AND ASSEMBLY SEQUENCE PACKED WITH CLUTCH. IF ANY QUESTION, CONSULT YOUR DEALER OR COMET INDUSTRIES.

#### CAUTION!

Three **IDENTICAL** Pucks = One Set Always form an EQUAL TRIANGLE with each set of three (3) IDENTICAL PUCKS being installed.



**Warning!** When 2 or more puck types are to be used at the same time, each type must be installed as shown above, in mated sets of 3.