

SECTION CS

Clutch System

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General Instructions

WARNING

Detailed information on standard workshop and safety procedures, and general servicing operations is not included in this manual, which has been prepared to assist qualified service personnel. ODG assumes no responsibility or liability for **PERSONAL INJURY** or **VEHICLE DAMAGE** which results from any servicing procedure performed, including those instructions outlined in this manual.

Automatic Torque Converter System

The torque converter system automatically regulates the torque delivered by the engine to the transmission. The System consists of a driver clutch located on the engine output shaft, a driven clutch located on the input shaft of the transmission, and a drive belt.

On acceleration, the driver clutch moveable face travels towards the fixed face as the weights in the clutch are pushed outwards due to centrifugal force. This in turn compresses the internal spring of the driver clutch. As the driver clutch faces narrow, they grip the drive belt moving it towards the top of the driver clutch. (Top No Load Speed). At the same time, the transmission's driven clutch plates spread apart as the belt rides down between the faces. The tension in this clutch is also regulated by a spring. As the vehicle comes under load, the spring loaded cam on the driven clutch forces the clutch plates together, causing the CVT to "Back Shift".

NOTE

At idle the belt should rest flush or a little beyond the edge of the driven clutch on the transmission. At top no load speed the belt should run near or to the top of the driver clutch.

CAUTION

Worn or dirty clutch components, or a worn drive belt will make the ARGO unreliable and unsafe to operate.

Maintenance Information

NOTE

The maintenance information provided in this manual refers to an ARGO vehicle operating under normal conditions and use. Service more often when the vehicle is used under heavy duty applications.

Servicing of the Automatic Torque Converter system is necessary when:

- a drop in vehicle performance occurs
- the vehicle does not speed up or slow down smoothly
- the vehicle hesitates or sticks at one speed
- the vehicle vibrates severely during normal operations
- the vehicle does not move when placed in gear
- the vehicle creeps at idle when placed in gear
- the vehicle is hard to shift into gear or other ranges

Drive Belt

Maintenance Schedule-Inspect every 25 hours

WARNING

Do not attempt to service any part of the torque converter system while the engine is running. Shut the engine off and disconnect the battery before servicing.

Drive Belt Inspection

NOTE

Drive belt tension and clutch alignment are set at the time of vehicle production. No further adjustment is required.

- 1 Remove the engine access cover.
- 2 Perform the servicing procedure, **Removing The Drive Belt.**
- 3 Inspect the condition of the drive belt over it's full length.

Replace the drive belt if:

- the width of the belt is worn to 1 - 1/16" (27mm)
- the belt is cracked, frayed or shredding
- the belt has become contaminated with oil or other fluids

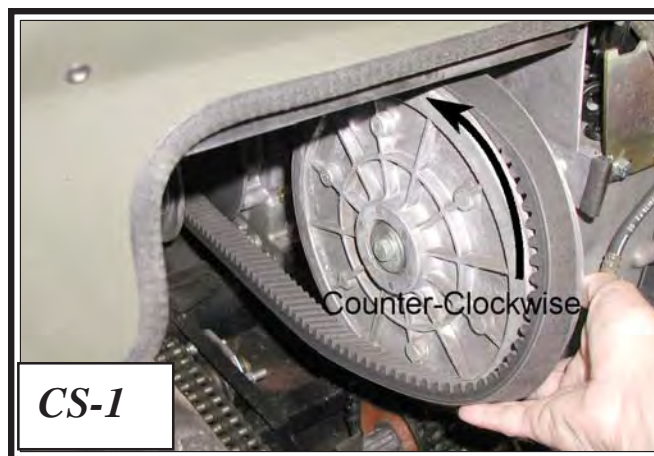
Check the condition of the belt in the table below and perform the necessary servicing procedure.

Belt Condition	Problem	Servicing Procedure
Glazed Sides	Clutch Malfunction Lubricant Contamination	Driver Clutch Servicing Driven Clutch Servicing Replacing the Drive Belt
Torn Underchords	Wrong Drive Belt Old Drive Belt	Replacing the Drive Belt
Worn Prematurely	Driver or Driven Clutch Problem	Driver Clutch Servicing Driven Clutch Servicing Replacing the Drive Belt

Removing The Drive Belt

1. Make sure the ignition is turned off.
2. Remove the engine access cover
3. Perform the servicing procedure, **Removing the Firewall**, in section VB
4. Place the transmission in neutral
5. Ease the belt over the fixed half pulley of the driven clutch starting from the bottom of the clutch, while turning the clutch counter-clockwise until the belt is off.

Photo CS-1



6. Remove the belt from the driver clutch.

Installing Drive Belt

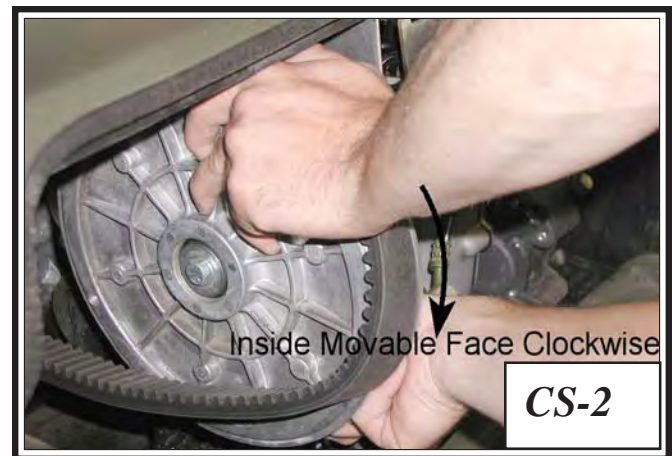
NOTE

Use only ARGO quality replacement drive belts.

⚠ CAUTION

If this procedure is not carried out as described, the edge of the fixed face may cut or damage the drive belt.

1. Position the belt around the driver clutch first.
2. Ease the belt over the edge of the fixed face on the driven clutch and at the same time, turn the inside moveable face clockwise. *Photo CS-2*



Driver Clutch Inspection

Maintenance Schedule- Inspect every 50 hours of vehicle operation.

If the vehicle is not shifting speeds smoothly, if the vehicle hesitates or sticks at one speed, or if the vehicle creeps at idle or is hard to shift into gear, remove and inspect the driver clutch. Service as necessary.

Remove and service the driver clutch if:

- the clutch plates have tracking grooves caused by drive belt action
- the clutch plates are bent or cracked
- the weight blocks are damaged or missing

Driver Clutch Removal

1. Remove the engine access cover.
2. Perform the servicing procedure, **Removing the Firewall**, in section VB

3. Perform the servicing procedure, **Removing the Drive Belt**, in this section of the service guide.
4. Remove the fastener securing the clutch to the PTO of the engine.

◆ **On Conquest Vehicles manufactured prior to CB12224:**

- i. Locate and loosen out the FHSC M10x1.5x100 fastener using an allen head socket. This fastener's bevelled head sits flush to the end of the fixed faced pulley shaft. This is due to the countersink in the end of the shaft . There is no lockwasher, only blue 242 LOCTITE used to secure it in place.(**Threaded Bushing Spring Cover**)

◆ **On Conquest vehicles manufactured from CB12224 and prior to CB14236:
(Threaded Bushing Spring Cover)**

- i. Locate and loosen out the SHCS M10x1.5x90mm fastener using an allen head socket. This fastener, installed along with a lockwasher, sits **below** the end of the fixed faced pulley shaft. This is due to the counterbore in the end of the shaft. The lockwasher eliminates the need for the LOCTITE application.

NOTE

The above Conquest clutches or their components in this serial number range, are no longer available. If any clutch or component(s) of the above clutches need replacing, it must be replaced with the newer style 127-71 driver clutch assembly.

◆ **On Conquest vehicles manufactured from CB14236:
(Cap Screw Spring Cover)**

- i. Locate and loosen out the SHCS M10x1.5x90mm fastener using an allen head socket. This fastener installed along with a lockwasher, sits **below** the end of the fixed faced pulley's shaft. This is due to the counterbore in the end of the shaft.

◆ **On all RB, BF, SN, S, R, N & B Briggs and Stratton V Twin Models:**

- i. Locate and loosen out the HHCS 3/8-24x4.5 bolt and lockwasher from the PTO shaft of the engine.
5. Slide the driver clutch off the PTO of the engine. (See note following page)

NOTE

The driver clutch must be slid from the PTO with the mounting bolt hardware within the clutch. The mounting bolt is too long to remove first.

The driver clutch may contact the lower body first before completely being free of the PTO, however the lower body will give enough in that area to free the clutch.

6. Remove the clutch to a clean work area for further disassembly.

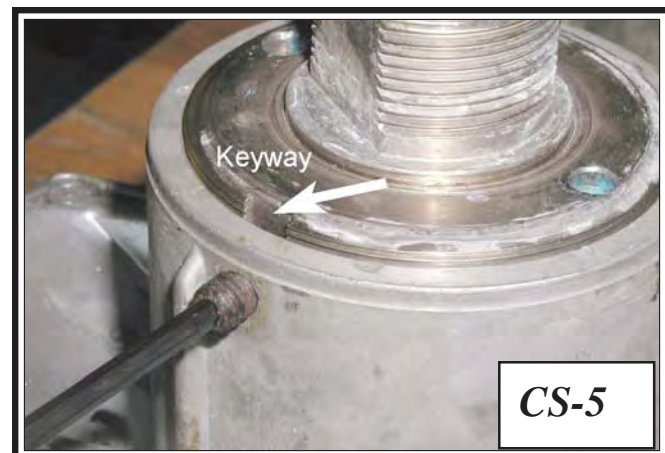
Disassembling the Driver Clutch (Threaded Bushing Spring Cover)

- ◆ On vehicles manufactured prior to serial numbers CB14236, RB14121, BF9347, SN9551 & S9596:

1. Bend the tab of the lockwasher at the locknut. *Photo CS-3*
2. Remove the locknut by unthreading it from the fixed face shaft. *Photo CS-4*



3. Remove the clutch cap to expose the blocks and weights.
4. Remove the weights and blocks
5. Locate and loosen the set screw that secures the threaded bushing cap from turning. *Photo CS-5*



6. Unthread the bushing from the moveable face. *Photo CS-6*

⚠ WARNING

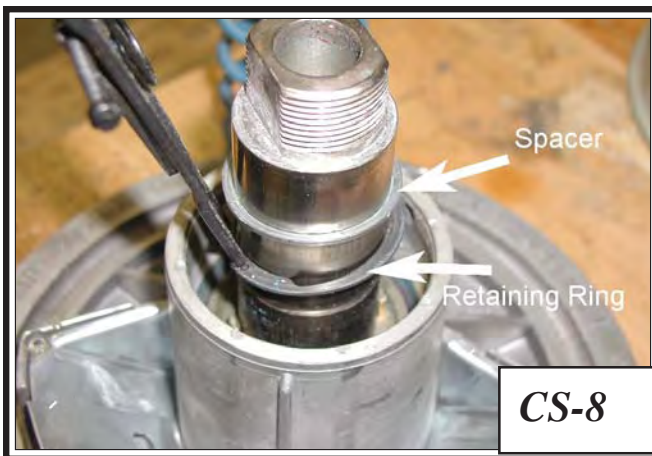
This cap is under spring tension and will fly apart if precautions are not taken to hold it down while it is unthreaded from the moveable face. Be sure to always wear eye protection when servicing the clutches, or any other vehicle component for that matter, with the potential of flying parts.

7. Remove the spring. *Photo CS-7*



8. Remove the retaining ring and any spacer(s) that may be present. *Photo CS-8*

9. Remove the spring guide plate. *Photo CS-9*



10. Remove the second retaining ring and any shim(s) that may be present.
*Photo CS-10 (Response, Bigfoot, Vanguard2 and Vanguard models only).
Conquest clutches utilize a machined shoulder eliminating this retaining ring application.*

11. Separate the pulley halves. *Photo CS-11*

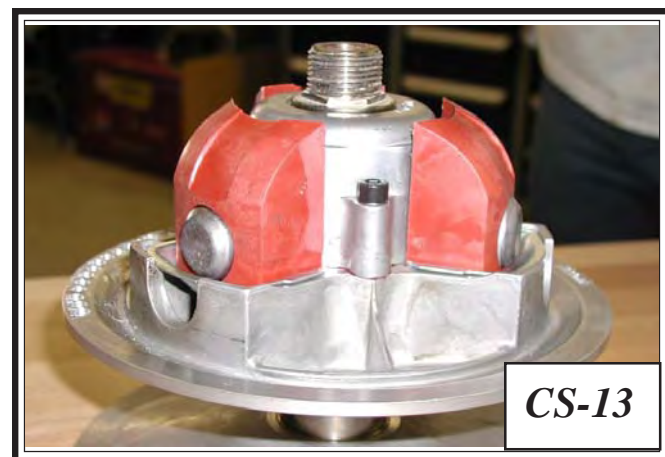
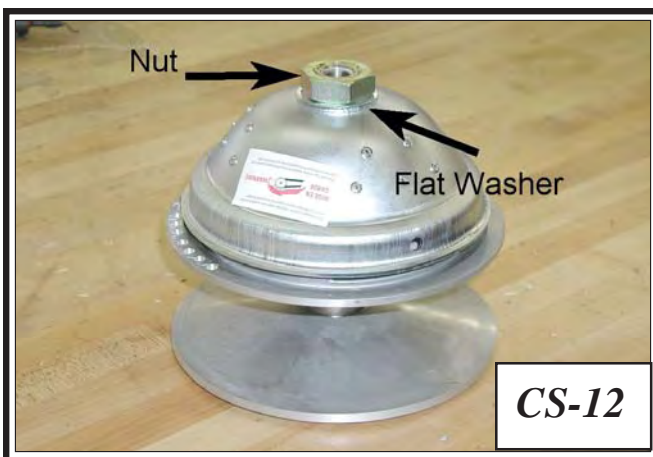


12. Wash clutch components in a clean varsol bath to eliminate accumulated dirt and grease build up, and perform the servicing procedure, **Inspecting the Driver Clutch**, in this section of the service guide

Disassembling the Driver Clutch (Cap Screw Spring Cover)

- ◆ On vehicles manufactured from serial numbers CB14236, RB14121, BF9347, SN9551, S9596 and all R, B, N, C & A Models(Cap Screw Spring Cap)

1. Remove the nut and flat washer securing the cap to the fixed face pulley. *Photo CS-12*
2. Lift the cap to expose the blocks and weights and remove all three. *Photo CS-13*



3. Remove the 3 socket head cap screws securing the spring cover to the moveable face pulley. *Photo CS-14* Be aware of the small locking style flat washers that are installed with each cap screw. Be sure these are reinstalled during assembly.

IMPORTANT

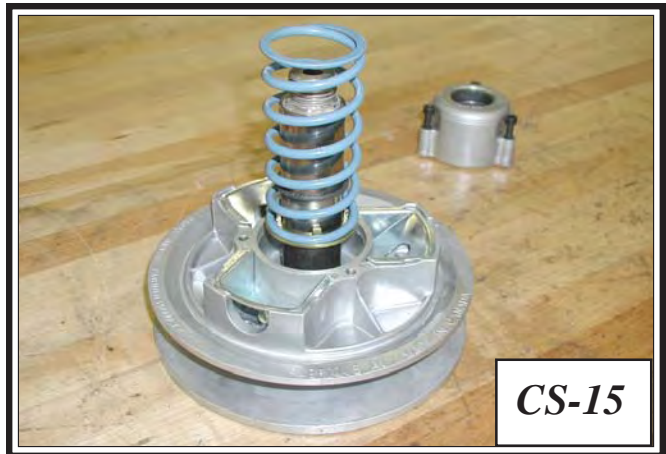
The cap screws should be loosened a little at a time in an alternating pattern. This will ensure that the cap will not bind when coming off under spring tension. SEE WARNING FOLLOWING PAGE

⚠ WARNING

This cap is under spring tension and will fly apart if precautions are not taken to hold it down while the cap screws are removed. Be sure to always wear eye protection when servicing the clutches, or any other vehicle component for that matter, with the potential of flying parts.



CS-14



CS-15

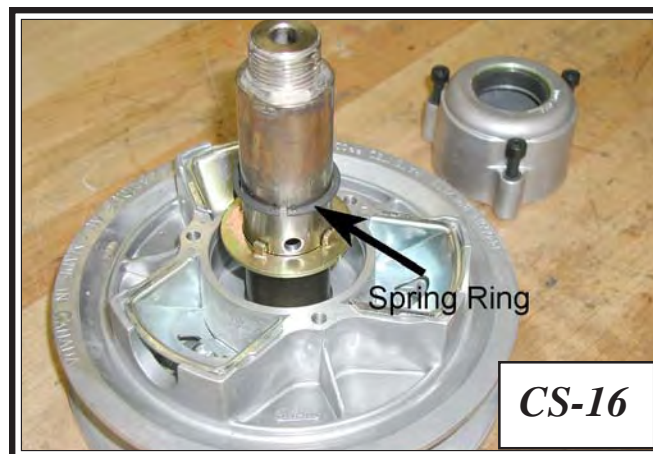
4. Remove the cap and remove the spring. *Photo CS-15*
5. On vehicles manufactured **from** serial numbers **CB17506, RB17610, BF12007, SN12147, S12150** and all **R, B, N, C & A** models, remove the spring ring from the fixed pulley shaft.

Photo CS-16

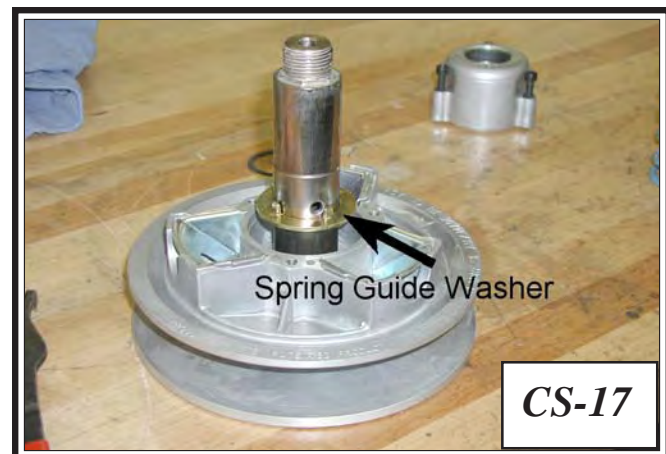
NOTE

Clutches prior to the above serial numbered vehicles do not utilize this spring ring.

6. Slip the spring guide washer from the shaft. *Photo CS-17*



CS-16



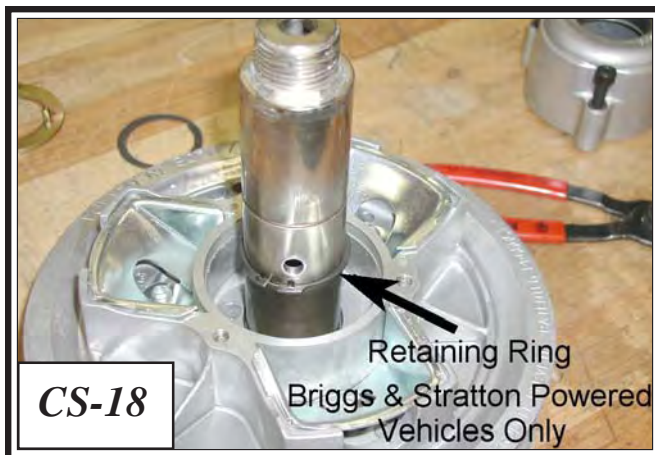
CS-17

- On all **RB, BF, SN, S, R, N & B Models**, (Briggs & Stratton), remove the lower retaining ring from the fixed pulley shaft. *Photo CS-18*

NOTE

All CB, C & A Models (Conquest) driver clutches have a machined shoulder on the shaft of the fixed half pulley. This eliminates the need for a retaining ring at this location.

- Separate the two halves. *Photo CS-19*



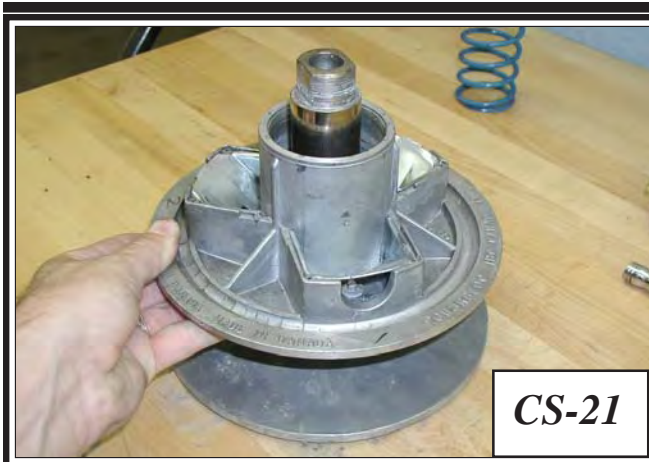
- Wash clutch components in a clean varsol bath to eliminate accumulated dirt and grease build up.
- Perform the servicing procedure, **Driver Clutch Inspection**, in this section of the service guide.

Assembling the Driver Clutch (Threaded Bushing Spring Cap)

- ◆ On vehicles manufactured prior to serial numbers CB14236, RB14121, BF9347, SN9551 & S9596:

- Place the fixed face on a clean work surface with the shaft facing up. *Photo CS-20*
- Slip the moveable face on to the shaft of the fixed face pulley. *Photo CS-21*





CS-21

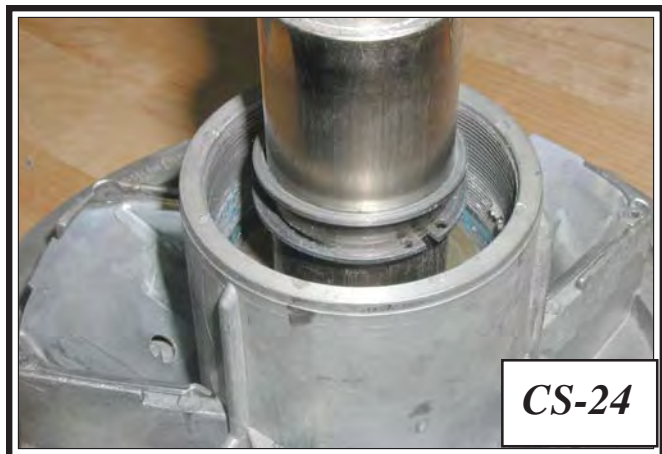


CS-22

3. Install the lower retaining ring to the fixed shaft along with any shim(s) to the top of the retaining ring. **Photo CS-22** (*Response, Bigfoot & Vanguard clutches only*)
4. Place the spring guide washer on next. **Photo CS-23**
5. Install the second retaining ring to the fixed face shaft along with any shim(s) that may have been installed before.. **Photo CS-24**

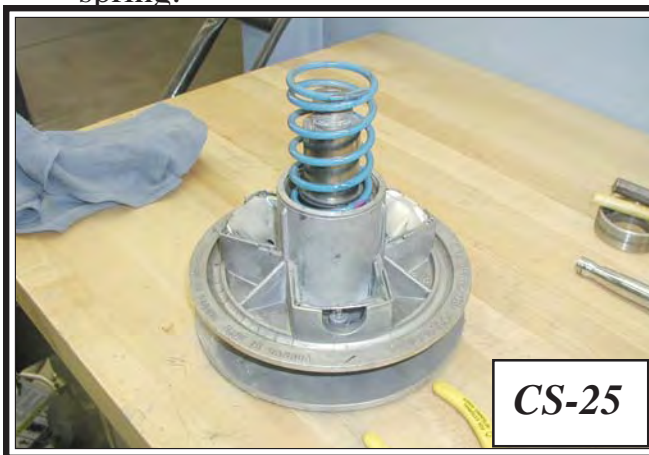


CS-23

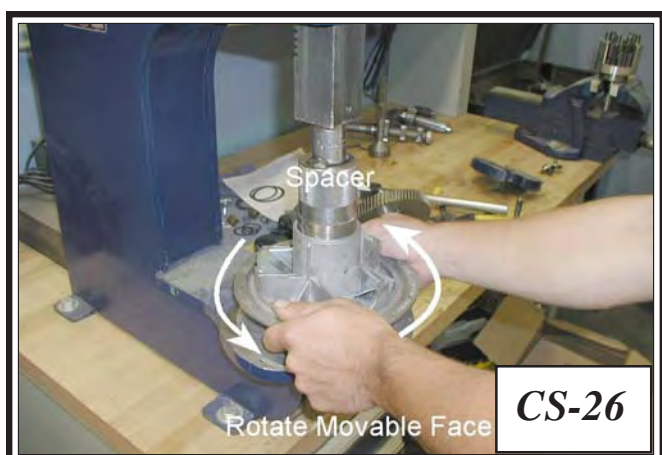


CS-24

6. Set the spring on to the spring guide washer. **Photo CS-25**
7. Install the threaded bushing cap. **Photo CS-26** Use an arbor press to compress spring.



CS-25



CS-26

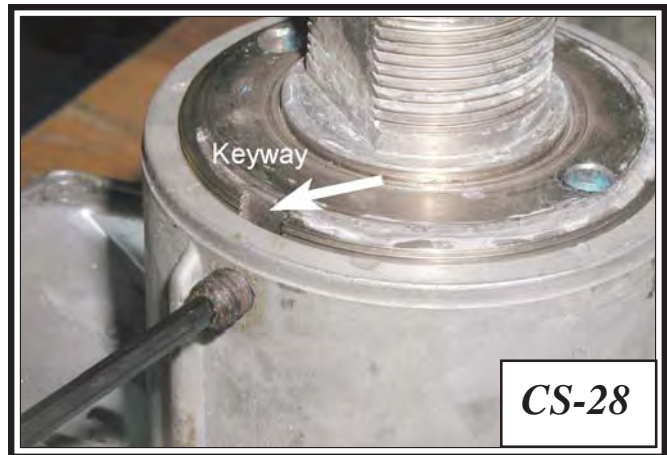
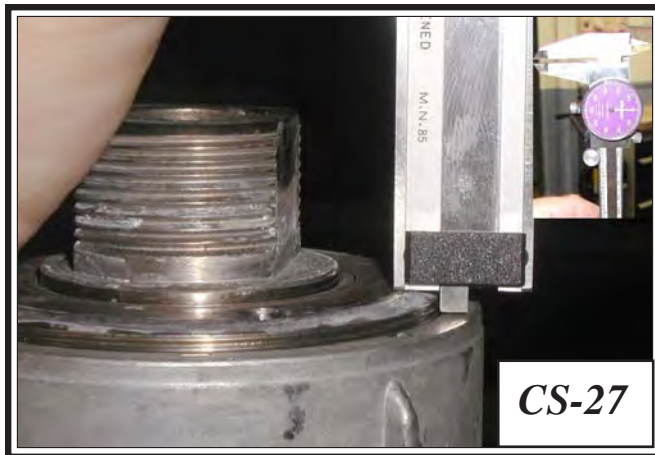
8. Thread the spring cap into the top of the moveable face until it sits approximately 0.100" above the top edge of the moveable face. Use a vernier to measure this.

Photo CS-27

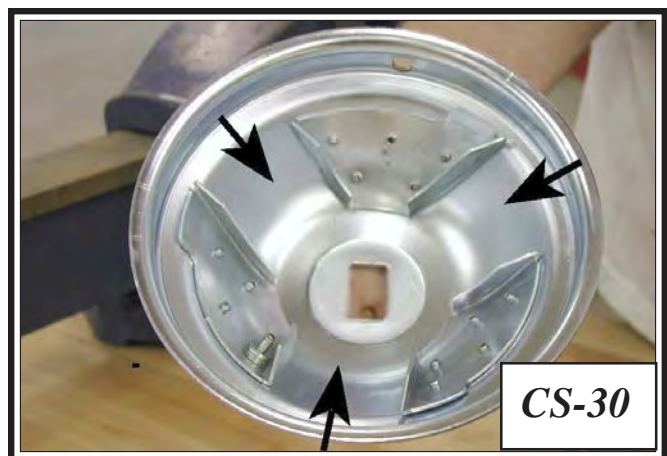
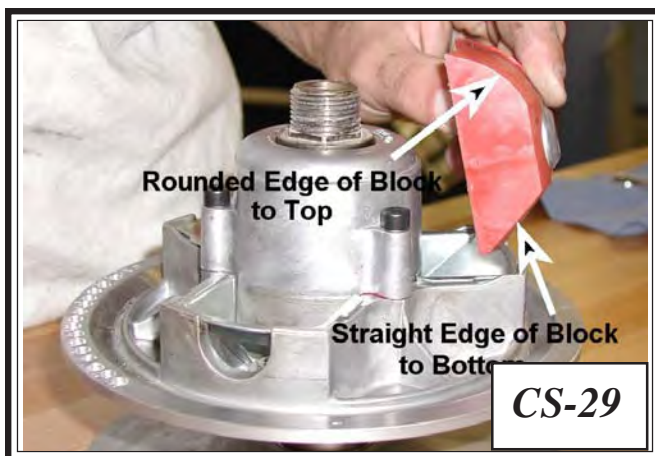
NOTE

Once this measurement is set, you may need to turn the threaded cap in either direction to align the machined keyway in the cap with the set screw in the moveable face.

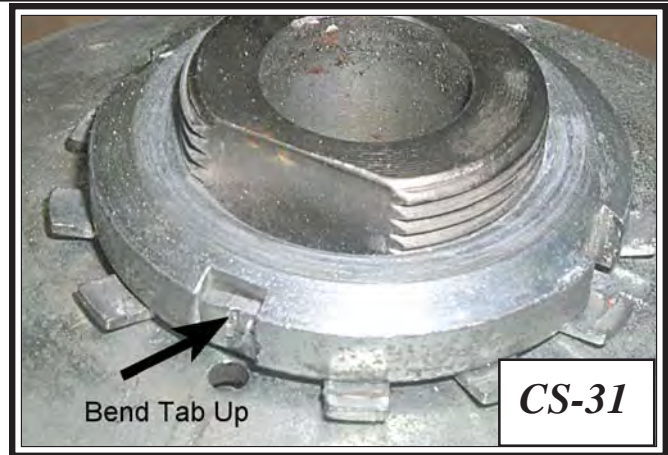
9. Apply red 271 LOCTITE to the thread of the set screw and tighten. *Photo CS-28*



10. Place the blocks and weights into the moveable face and orient as shown in *Photo CS-29*
11. Install the clutch cover over the weights and blocks making sure that the blocks are aligned with the guides riveted into the cap. *Photo CS-30*



11. Secure the clutch cover with the locknut and lockwasher. Tighten the locknut securely and align one of the tabs in the lockwasher, with one of the keyways of the locknut. Bend the tab into the locknut using a small drift punch and hammer. **Photo CS-31**



12. Perform the servicing procedure, **Installing the Driver Clutch.**

Assembling the Driver Clutch (Cap Screw Spring Cap)

- ◆ **On vehicles manufactured from serial numbers CB14236, RB14121, BF9347, SN9551, S9596 and all R, B, N, C & A models:**

1. Place the fixed face on a clean work surface with the shaft facing up. **Photo CS-32**
2. Slip the moveable face on to the shaft of the fixed face pulley and install the retaining ring. (This retaining ring is used only in clutches installed on RB, BF, SN, B, N, R & S model ARGOS) **Photo CS-33** See Note Below.



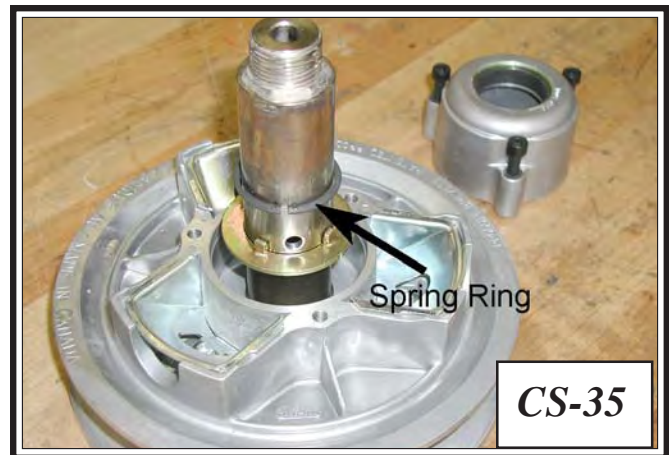
NOTE

This retaining ring is not used in clutches manufactured for the Conquest vehicle. Conquest driver clutches have a machined shoulder on the shaft of the fixed face, eliminating the need for this retaining ring.

3. Place the spring guide washer on top of the retaining ring (or to the machined shoulder on Conquest clutches). *Photo CS-34*
4. Install the spring ring to the second position on the shaft of the fixed pulley. *Photo CS-35*

NOTE

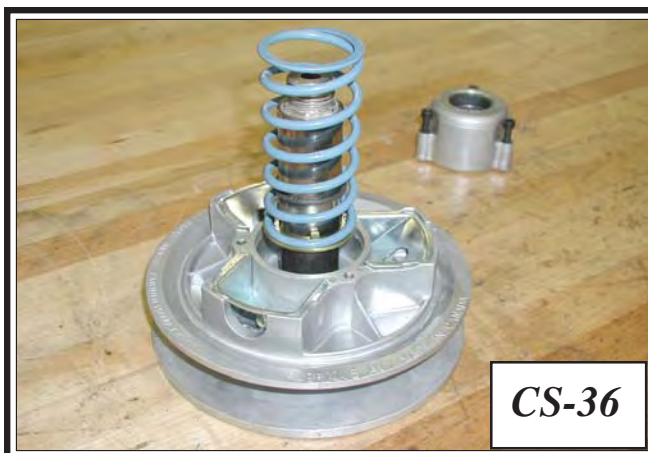
*This spring ring is only installed on vehicles manufactured from serial numbers **CB17506, RB17610, BF12007, SN12147, S12150** and all **R, B, N, C & A** models. Clutches prior to the above serial numbered vehicles do not utilize this spring ring.*



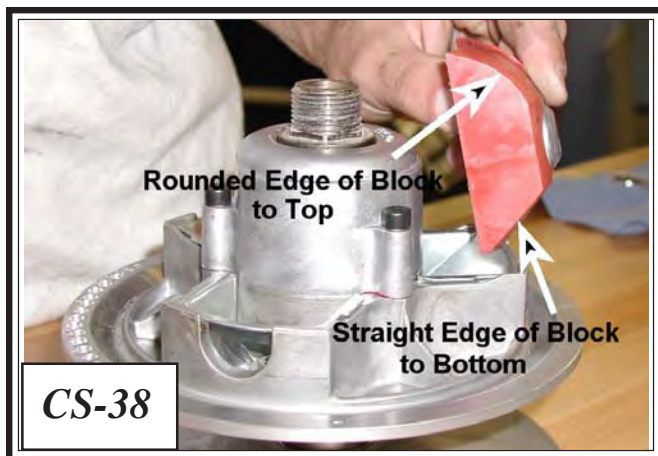
5. Set the spring to the top of the spring guide. *Photo CS-36*
6. Install the spring cap and fasten with the 3 cap screws. Place the clutch assembly into an arbor press to assist in compressing the spring. Partially compress the spring while at the same time raising the moveable face upwards. Be sure each cap screw is started and tightened down evenly. Torque to specifications. *Photo CS-037*

IMPORTANT

Each cap screw should have a locking style flat washer

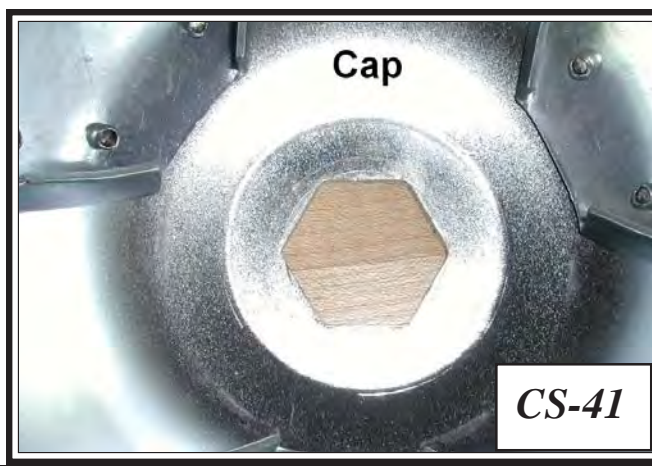


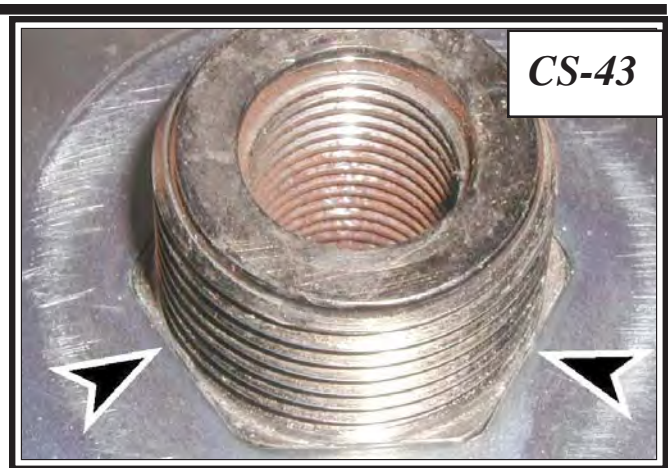
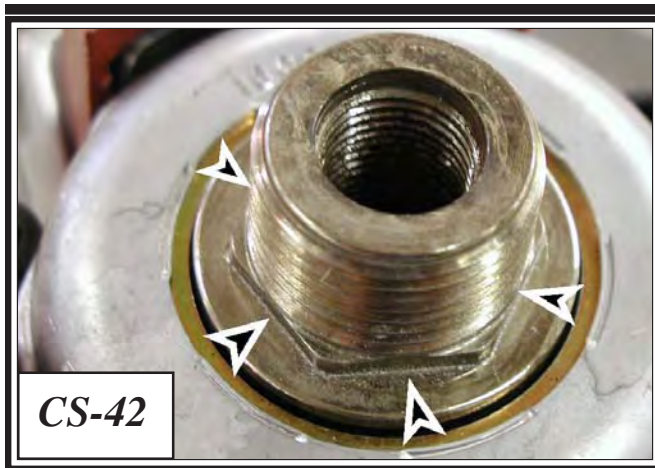
- Place each of the weights and blocks into the moveable face and orient as shown in *Photo CS-38 & 39*



Clutch Weight Chart	
Response & Bigfoot Vehicles	225g
Conquest Vehicles prior to CB17506	266g
Conquest Vehicles from CB17506	260g
Vanguard & Vanguard2 Vehicles	200g

- Install the cap over the weights and blocks making sure that the blocks are aligned with the guides riveted into the cap. *Photo CS-40*
- Before installing and tightening the flat washer and nut, be certain that hexagon shaped hole in the cap is mated to the one at the base of the threaded shaft. *Photo CS-41, 42 & 43*
- Install the nut and torque to specifications.





Installing the Driver Clutch

1. Apply anti-seize compound to the engine PTO shaft.
2. Install the key to the keyway of the PTO shaft.
3. Install the mounting hardware into the driver clutch before attempting to slip the clutch on to the PTO of the engine. The hardware cannot be installed after the clutch has been slipped into place.

NOTE

Refer to page CS-6 in reference to the hardware used for the particular model and year of vehicle being serviced.

4. Align the keyway of the driven clutch with that of the previously installed key on the PTO, and slip the clutch on and up to the machined shoulder.

NOTE

In some cases the lower body may have to be pushed out a little to allow the clutch room to slip on to the PTO shaft.

IMPORTANT

The driver clutch should slip on and up to the shoulder by hand. There should not be any reason to use a mallet to install the clutch.

5. Torque hardware to specifications.
6. Perform the servicing procedure, **Installing the Drive Belt**.
7. Perform the servicing procedure, **Installing the Firewall** in section VB.

Driven Clutch Lubrication

Lubricate the driven clutch every 50 hours with a silicone based lubricant such as WD-40. Spray the lubricant into the clutch unit, directing the spray onto the spring, bushing and the sliding areas of the cam pulley and the fixed cam where the cam shoes make contact.

WARNING

Do not attempt to lubricate the driven clutch while the engine is running.

Do NOT spray lubricant onto the drive belt, brake disc or clutch faces. Allow the lubricant to dry before using the vehicle. If the lubricant is not dry, use of the vehicle will attract dirt and cause damage to the clutch components.

A complete service of the clutch units is required after every 250 hours of operation. To perform this procedure, the clutches must be disassembled. Special tools are required to disassemble the clutch units. Perform the servicing procedures, **Driven or Driver Clutch Removal & Disassembly** in this section of the service guide.

Driven Clutch Inspection

Maintenance Schedule-Inspect every 50 hours of vehicle operation

Inspect the nylon sliders every 50 hours. The nylon sliders are mounted in the driven clutch moveable pulley. When the clutch shifts, the cam moves on the nylon sliders.

Replace the nylon sliders before there is aluminum to aluminum contact between the cam and the moveable pulley. Driven clutch disassembly is required to replace the nylon sliders properly.

1. Remove the engine access cover.
2. Perform the servicing procedure, **Removing the Firewall**, in section VB of this service guide.
3. Inspect the clutch. Perform the servicing procedure, **Driven Clutch Removal/Disassembly**, if:
 - the clutch plates have tracking grooves caused by drive belt action
 - the clutch plates are cracked or bent
 - the nylon cam slider shoes are missing, melted, or worn through
 - the spring is broken or has come loose from the cam or moveable face

4. Perform the servicing procedure, **Driven Clutch Removal/Disassembly** if the vehicle:
 - is not changing speed smoothly
 - hesitates or sticks at one speed
 - lacks turning power
 - won't move when the engine is accelerated in gear and brakes are disengaged
 - does not backshift under load

Removing the Driven Clutch

1. Perform the servicing procedure, **Removing the Firewall**, in section VB
2. Perform the servicing procedure, **Removing the Drive Belt**.
3. Locate and remove the bolt, lock washer and flat washer securing the clutch to the input shaft of the transmission.
4. Slip the driven clutch from the transmission. *Photo CS-44*
5. Remove the driven clutch to a clean work area.

Driven Clutch Disassembly

1. Place the clutch in an arbor press and gently apply pressure to the spring cam until the retaining ring can be removed. *The use of an old discarded 34-08 ARGO transmission cage is a useful tool to employ between arbor press and clutch. Photo CS-45*



NOTE

Depending on the age of the vehicle, the movable cam may be secured by 2 retaining rings and may also have spacers installed beneath the retaining ring.

2. With the retaining ring removed, slowly release the arbor press off the cam until the cam is free of the fixed pulley's shaft and the spring has unwound. *Photo CS-46*





CS-46

⚠ WARNING

The cam is under spring tension. Wear eye protection and keep fingers clear of the clutch.

3. Remove the cam and key from the keyway.

Photo CS-47



CS-47

4. Slide the movable face from the fixed pulley. *Photo CS-48*
5. Remove the retaining ring and spacer(s) from the shaft of the fixed pulley. *Photo CS-49*
6. The Oilite bushing of the 126-24 driven Clutch movable face is secured with a spring pin. Remove the spring pin and press the bushing from the movable face. *Photo CS-50*

NOTE

The 127-136 Avenger driven clutch does not utilize this oilite bushing in its design.

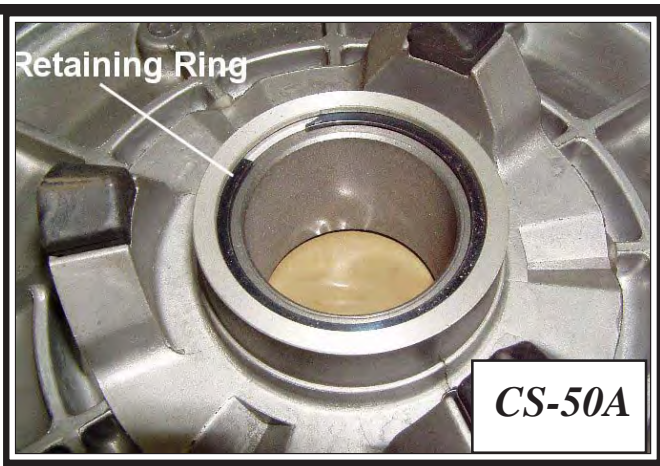
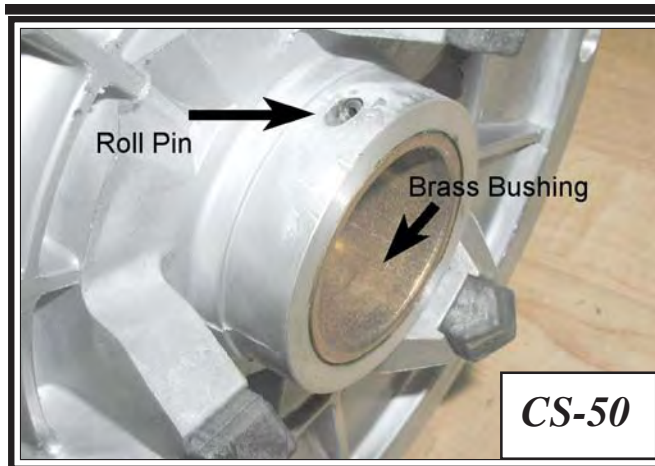
7. The Super Oilite Bushing used in the 127-129 Driven clutch is NOT secured with a spring pin, but uses a retaining style ring at the end to secure the bushing. Photo 50A



CS-48



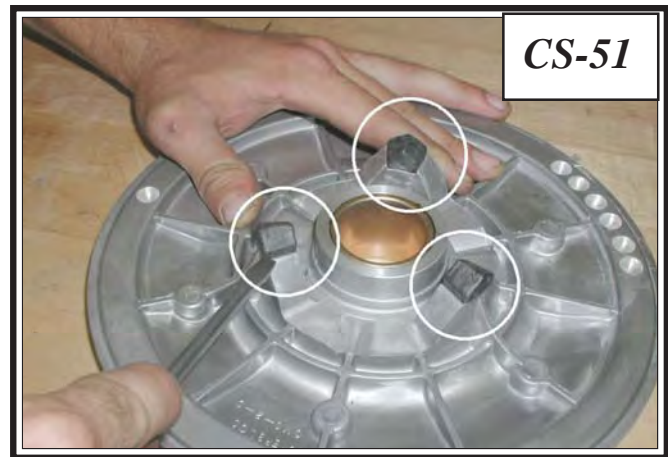
CS-49



7. To replace the nylon cam slider shoes, pry each out with a slot screwdriver or small chisel. You may need to use a small hammer applying quick blows to pop the slider shoes loose.

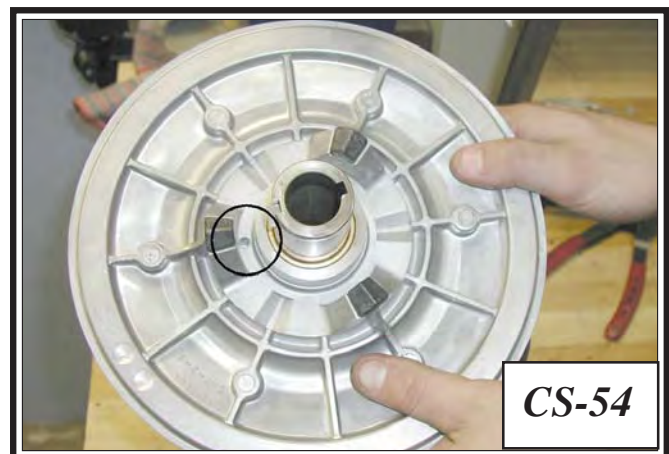
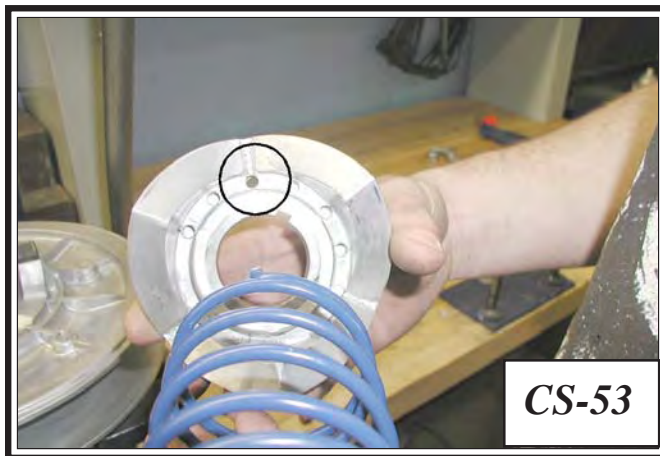
Photo CS-51

8. Press each new slider shoe back into the moveable face pulley. Ensure that they are pressed in completely and seated.



Driven Clutch Reassembly (126-24 & 127-129)

1. Press the oilite bushing into the movable face and secure with the roll pin or retaining ring. A new bushing requires re-drilling the hole in the movable face (126-24 driven clutches only), once the bushing is in position.
2. Slip the movable face back on to the fixed pulley after installing all spacers and snap ring to the fixed face shaft. Slide the small key into the key way of the fixed shaft. **Photo CS-52**
3. There are 6 spring tension adjustment holes in the cam that are numbered 1 through 6. Insert the one end of the cam spring into the number 3 hole. **Photo CS-53**
4. There is 1 hole within the movable face pulley. Insert the other end of the cam spring into this hole. **Photo CS-54**



Driven Clutch Reassembly (Avenger 127-136)

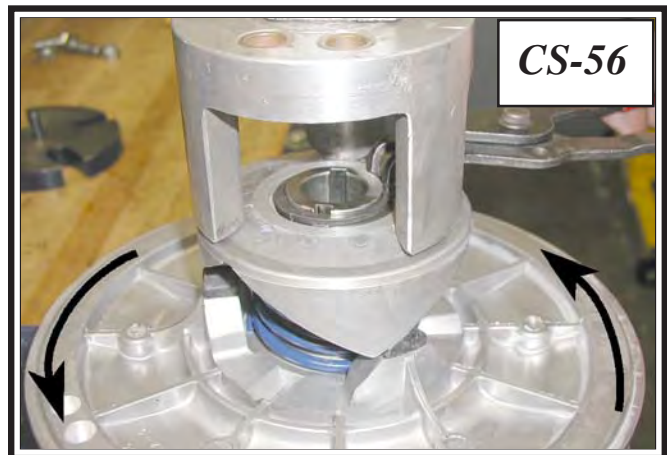
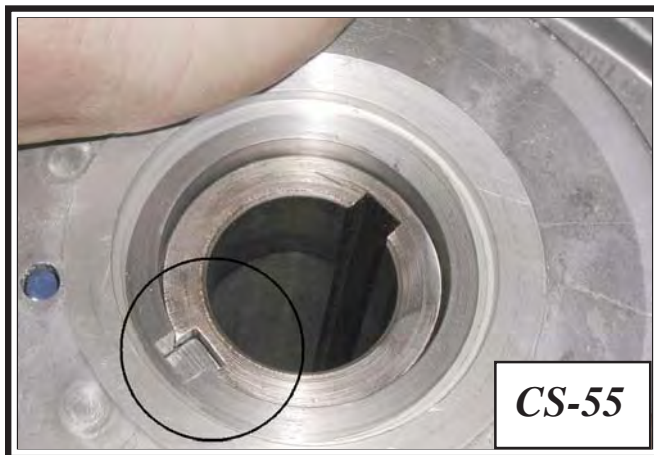
- i. Slip the movable face back on to the fixed pulley after installing all spacers and snap ring to the fixed face shaft. Slide the small key into the key way of the fixed shaft.
- ii. Locate the # 10 marking on the moveable face. The cam spring will be inserted into the hole across from this number. **Photo 53A**
- iii. Insert the other end of the clutch spring into the # 2 hole of the cam. **Photo 54A**



All Driven Clutches

5. Install the cam and spring to the fixed face shaft aligning the key on the fixed shaft with the keyway in the cam. **Photo CS-55**
6. Take to the arbor press and push the cam onto the shaft while turning the movable face counter clockwise 120 degrees, or one cam notch past the first cam shoe . Once past the cam shoe, press completely down until the retaining ring groove in the fixed pulley shaft is visible and the retaining ring can be reinstalled.

Photo CS-56



⚠ WARNING

Make sure that the retaining ring is seated to the groove. Failure to guarantee that it is seated, could result in personal injury while handling the clutch or damage to the vehicle once installed.

Testing The Spring Load Of The Driven Clutch

Place the driven clutch in a soft faced aluminum jawed vise and clamp so that the movable face is free to turn. Clamp a good digital or regular spring fish scale to the edge of the moveable pulley. Pull and note the lbs. force while pulling, **while it is moving**, and then note the force while releasing, **while it is moving**. Average the two numbers. That average number should fall between 12.6 and 19.8 for **Avenger** and 18-22lbs. +/-3.7 for all other other models.

Photo CS-57



NOTE

*Driven clutch spring preload **may** be set higher than the stock setting on Avenger to increase turning (backshifting performance), if necessary. E.g, if the vehicle is under heavy payload or rubber track system is installed.*



Installing the Driven Clutch

1. Apply anti-seize compound to the transmission input shaft.
2. Install the key to the keyway of the input shaft. *Photo CS-58*
3. Align the keyway of the driven clutch with that of the previously installed key on the input shaft and slip the clutch on and up to the machined shoulder.
4. Apply blue 242 LOCTITE to the threads of the fastener and install along with the lockwasher and flat washer. Torque to specifications.
5. Perform the servicing procedure, **Installing the Drive Belt**.
6. Perform the servicing procedure, **Installing the Firewall**, in section VB

IMPORTANT

The driven clutch should slip on and up to the shoulder by hand. There should not be any reason to use a mallet to install the clutch.

Be sure that all spacers previously used behind the driven clutch have been reinstalled.

SECTION CS

Supplement Pages

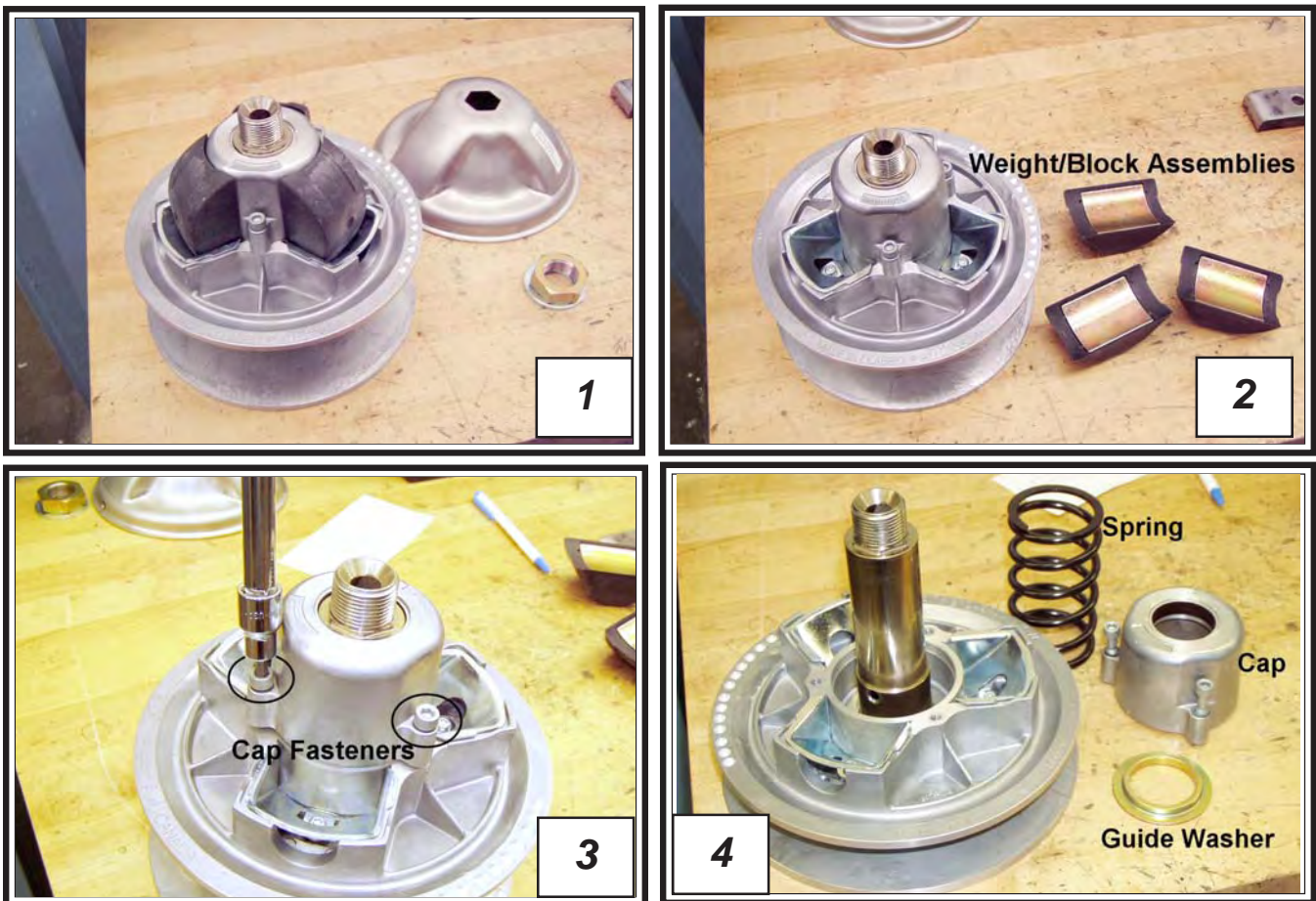
Disassembling the Driver Clutch (Avenger Models)

1. Remove the large hex nut, flat washer and cap. *Photo 1*
2. Remove the (3) block and 275gr weight assemblies. *Photo 2*
3. Remove the (3) fasteners securing spring cover to the sliding flange. *Photo 3*

CAUTION

Cap is under spring tension. Slowly unthread each fastener uniformly and a little at a time until the cap is freed from the sliding flange.

4. Remove the cap, spring and spring guide washer. *Photo 4*



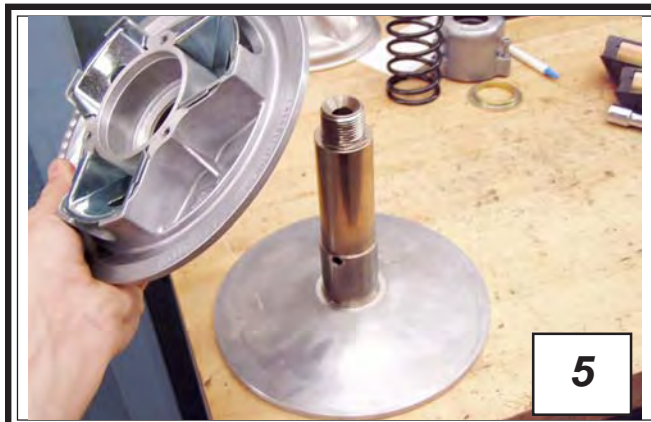
5. Slip off the 0410-0026 Sliding Flange. *Photo 5*

Re-assembling the Driver Clutch (Avenger Models)

1. Slip on the 0410-0026 Sliding Flange followed by the spring guide washer. *Photo 6*
2. Install the spring. *Photo 7*
3. Install the spring cap and secure with the (3) fasteners. Torque to 90 in. lbs. 10.0Nm
Photo 8 See IMPORTANT on following page.

IMPORTANT

There are (3) small lockwashers on these (3) fasteners. Ensure that they are still in place before re-installing and torquing the spring cap back down.



4. Re-install the nylon block and weight assemblies into the sliding flange. Orient the block with the rounded side up. **Photo 9**

5. Re-install the cap and secure with flat washer and nut. Torque to 100 FT. LBS. 135.6Nm

NOTE

To properly torque, re-install the driver to the engine PTO and lock flywheel while using the torque wrench to achieve proper torque.

