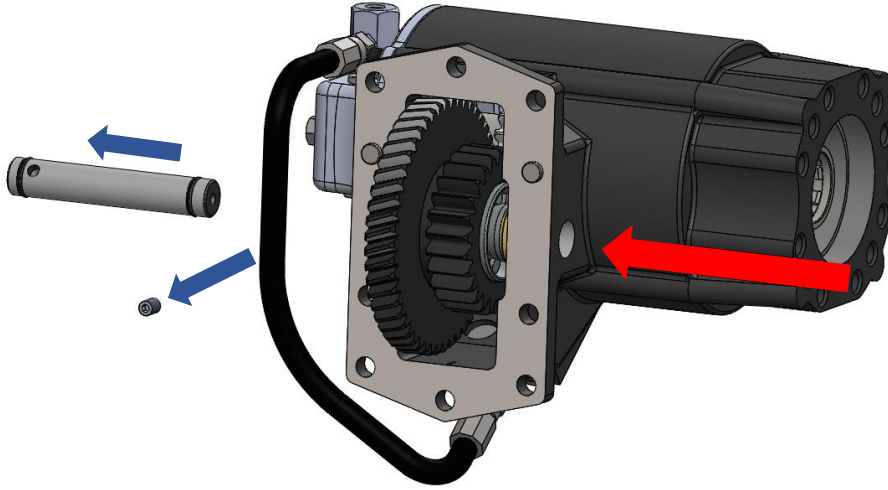


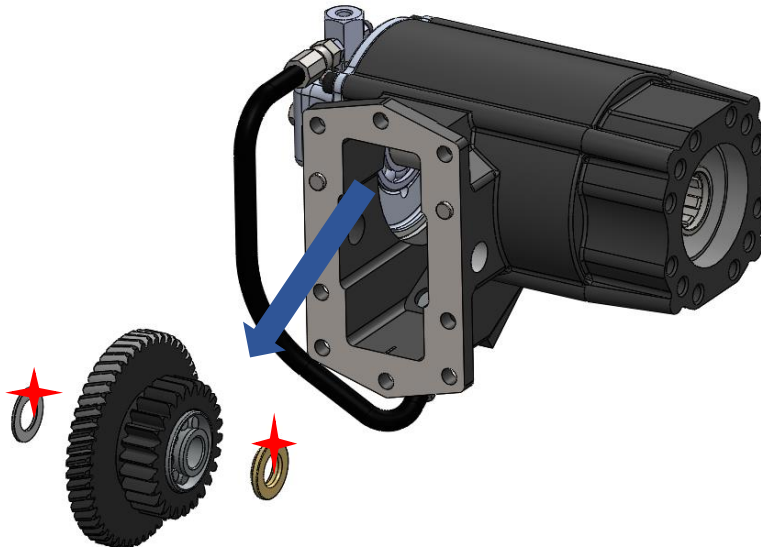
ALS.18.3060 ASSEMBLING AND DISASSEMBLING INSTRUCTIONS

Please follow below instructions for correct assembling and disassembling process for KOZMAKSAN Allison ALS.18.3060 PTO.
Please contact us for extraordinary situations.

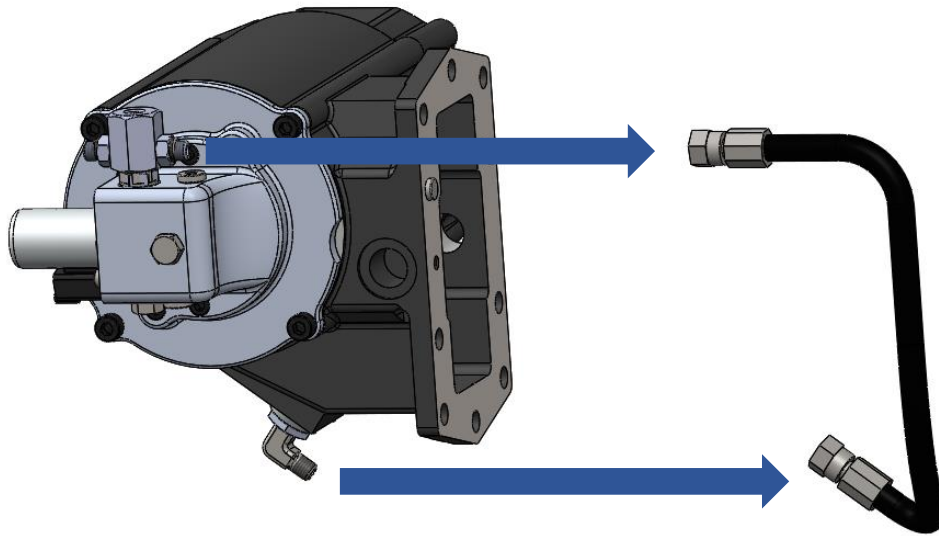
1. Stay bolt and gear centering shaft should be removed to disassemble the main gear.



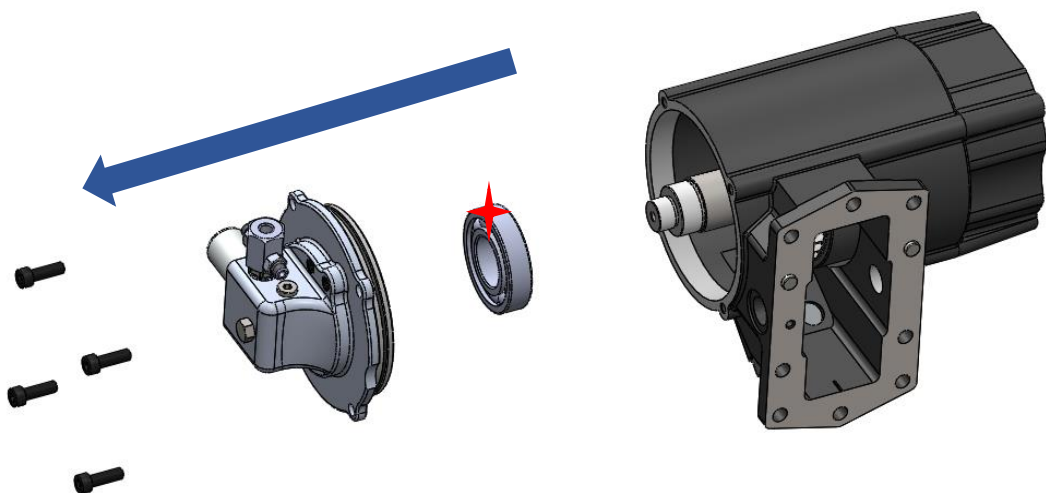
2. Main gear should be removed and be careful to not drop washers into PTO body.



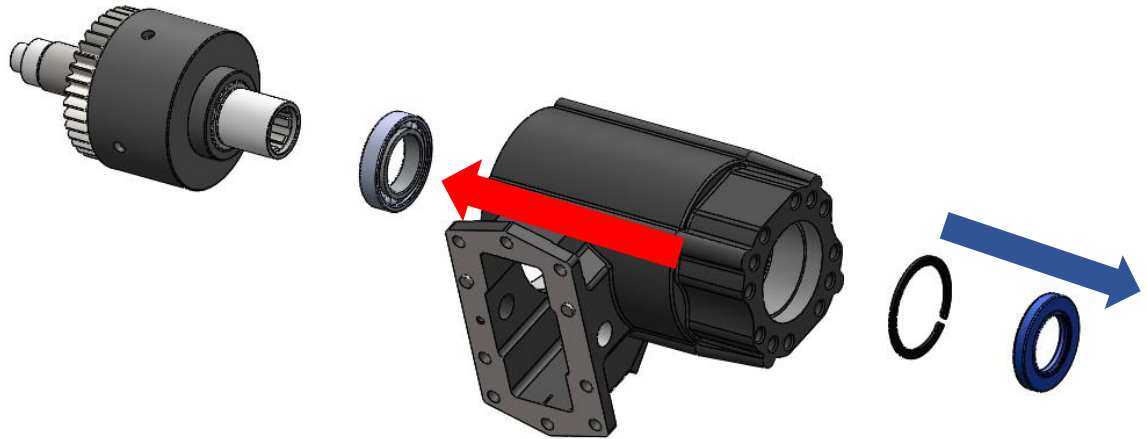
3. Hydraulic oil hose should be removed.



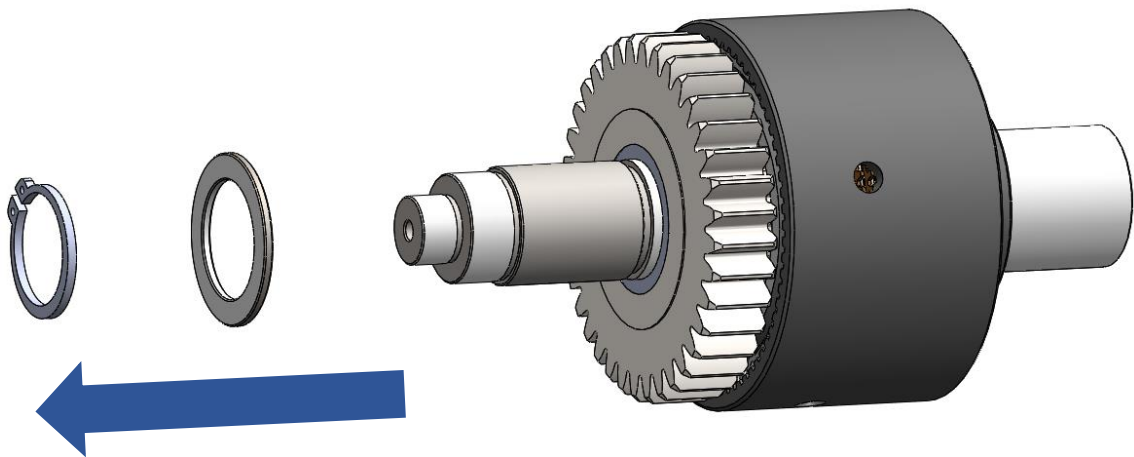
4. 4 Bolts on PTO valve side should be removed to disassemble the valve cover. Bearing on the shaft should be also removed. (Be careful if bearing stuck on the shaft)



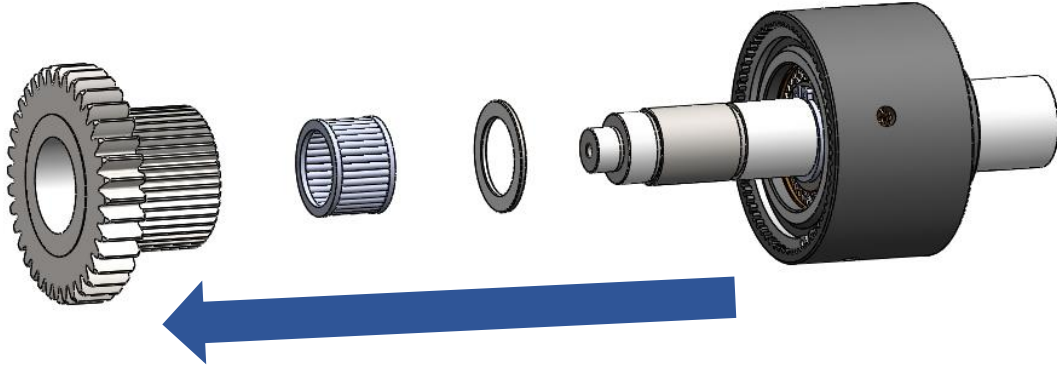
5. Oil seal and segment on the PTO output side should be removed. After that, clutch system should be removed by forcing with plastic hammer(centering bearing will come out with clutch system).



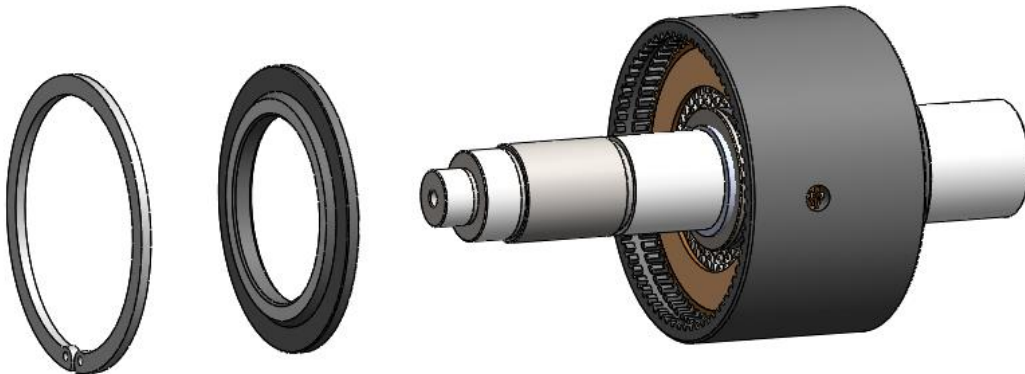
6. Segment and washer should be removed on the clutch shaft.



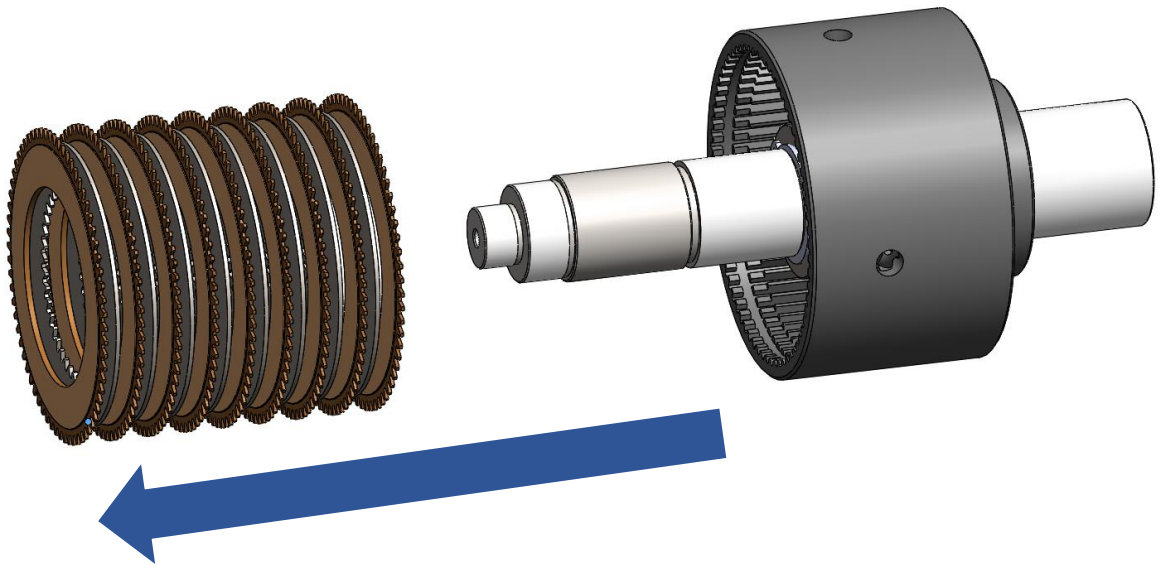
7. Clutch gear, needle bearing and washer should be removed from the clutch shaft.



8. Segment and insert part should be removed from clutch case.

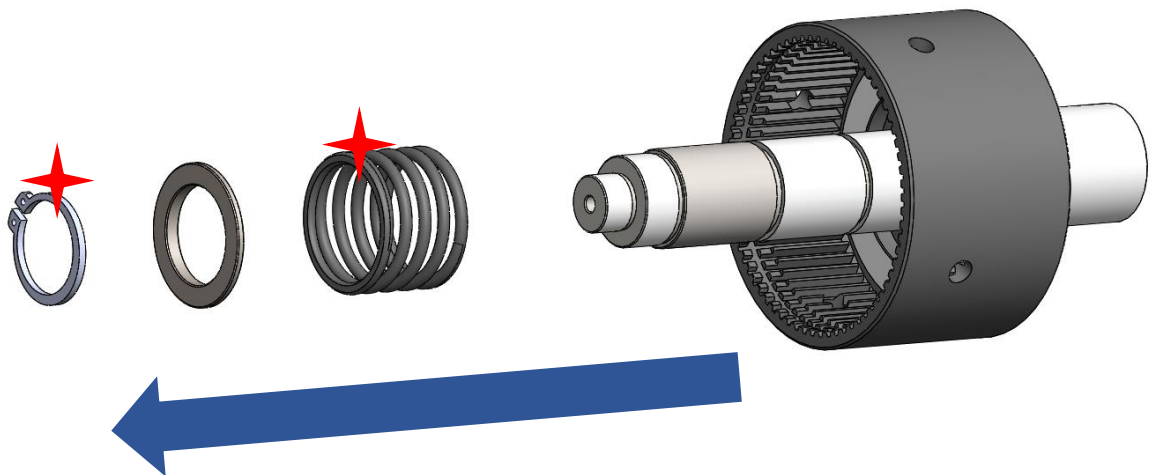


9. 9 pcs bronze and 8 pcs steel clutch discs should be removed from clutch case.

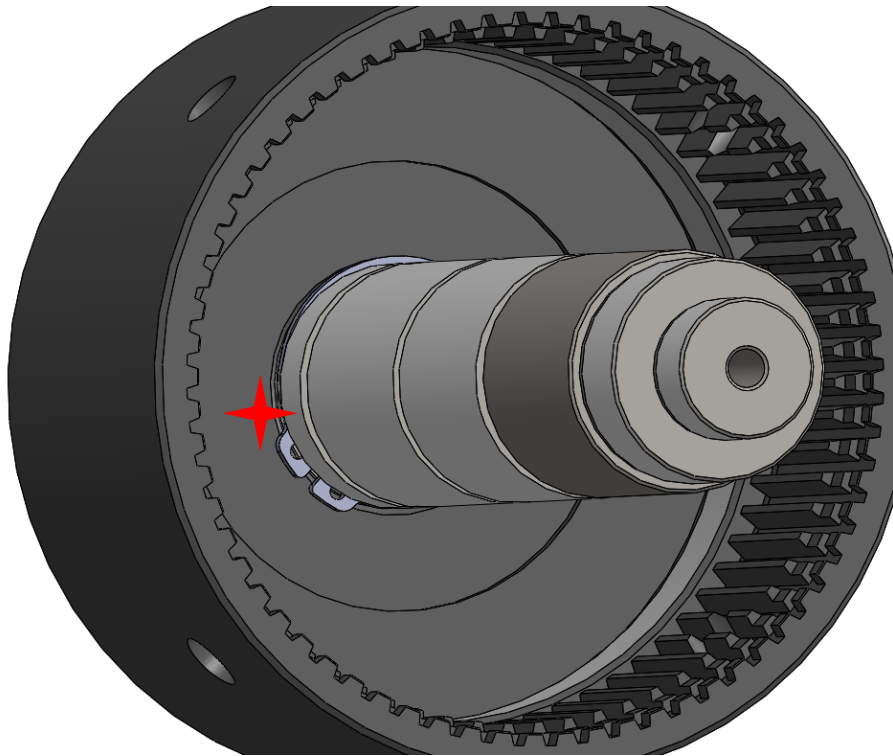


10. Segment on the clutch shaft should be removed.

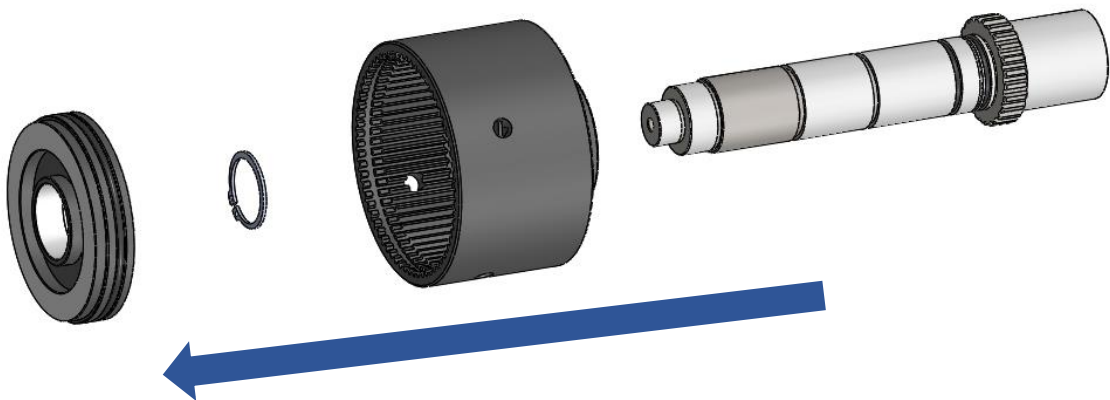
Please be careful when removing the segment due to there is a spring behind the segment. Washer and spring should be removed after segment is removed.



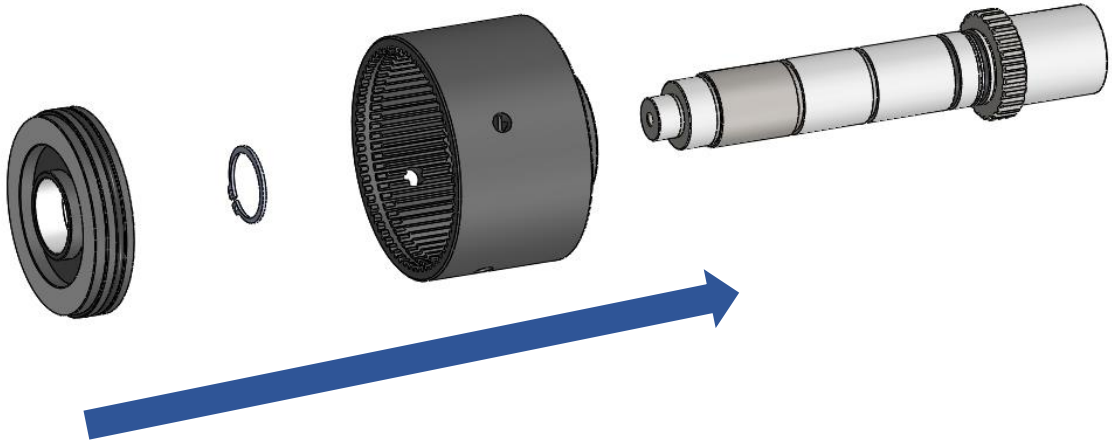
11. Segment on the clutch shaft should be removed to disconnect the clutch case and clutch shaft.



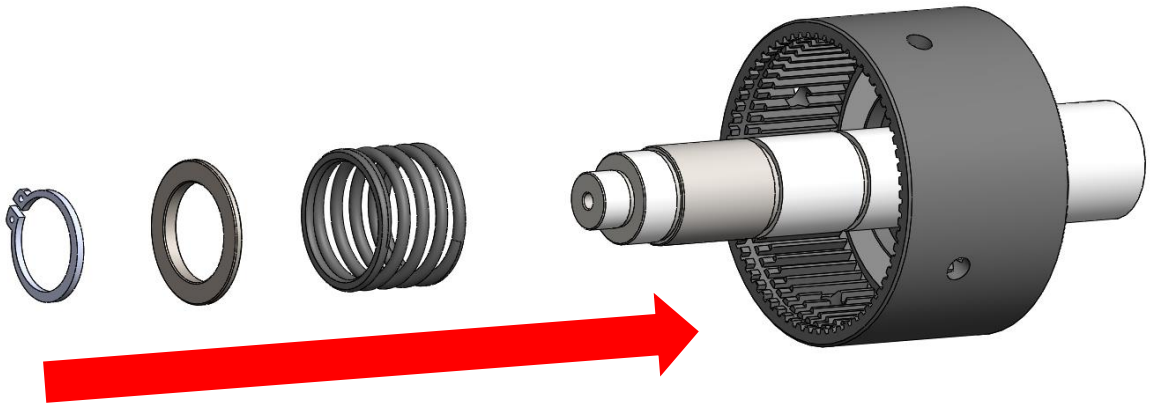
12. Change the o-ring after separate the clutch case, piston and clutch shaft.



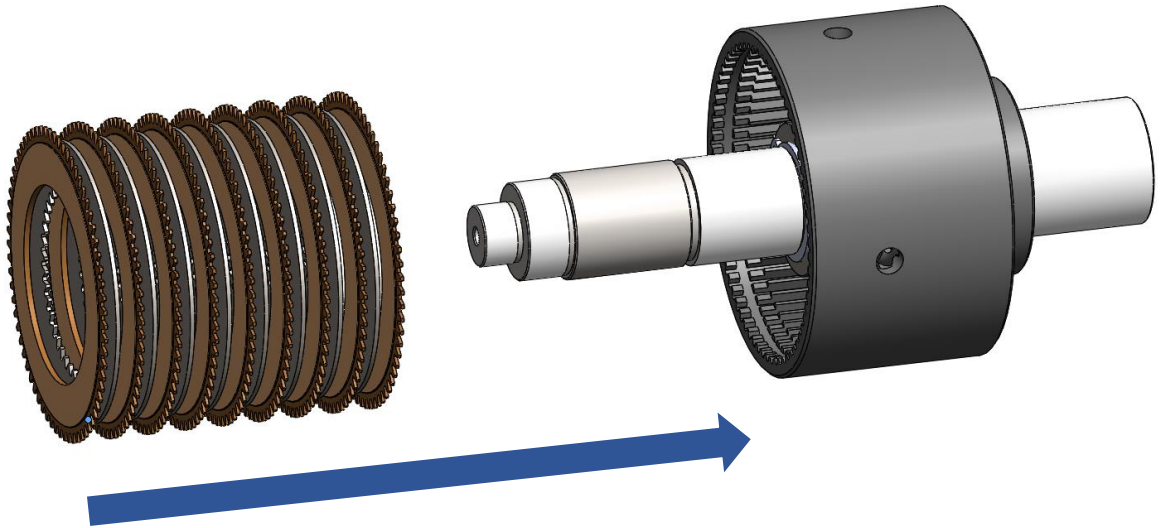
13. Piston and clutch shaft should be assembled in clutch case with segment after o-ring is changed and well greased.



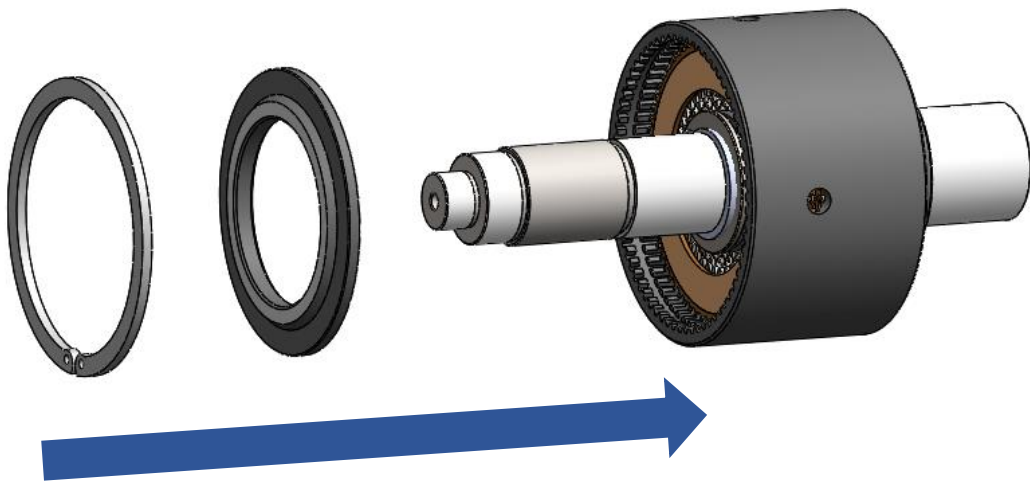
14. Spring, washer and segment should be assembled in a row.



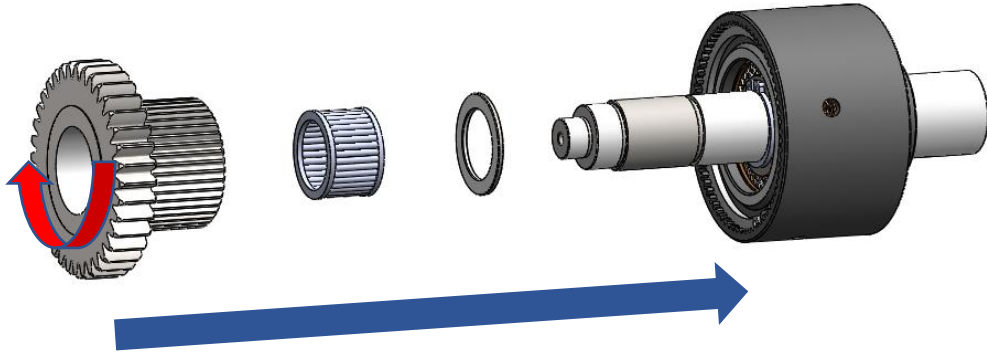
15. Clutch discs should be assembled in a row as starting with bronze disc and ending with bronze disc.



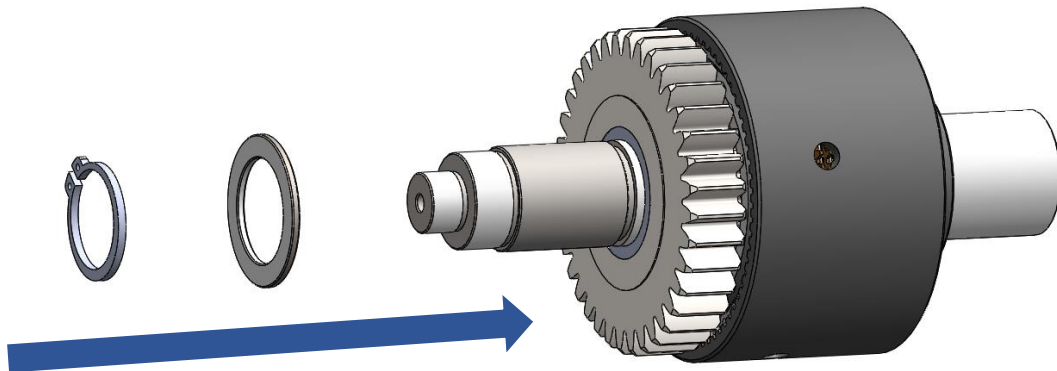
16. Insert part and segment should be assembled in a row.



17. Gear, insert and needle bearing should be assembled on clutch shaft. Clutch gear should be matched with steel disc gears in the clutch case. Clutch gear should rotate by circular movement to match all disc gears. After that, segment should be assembled to fix clutch gear and shaft.

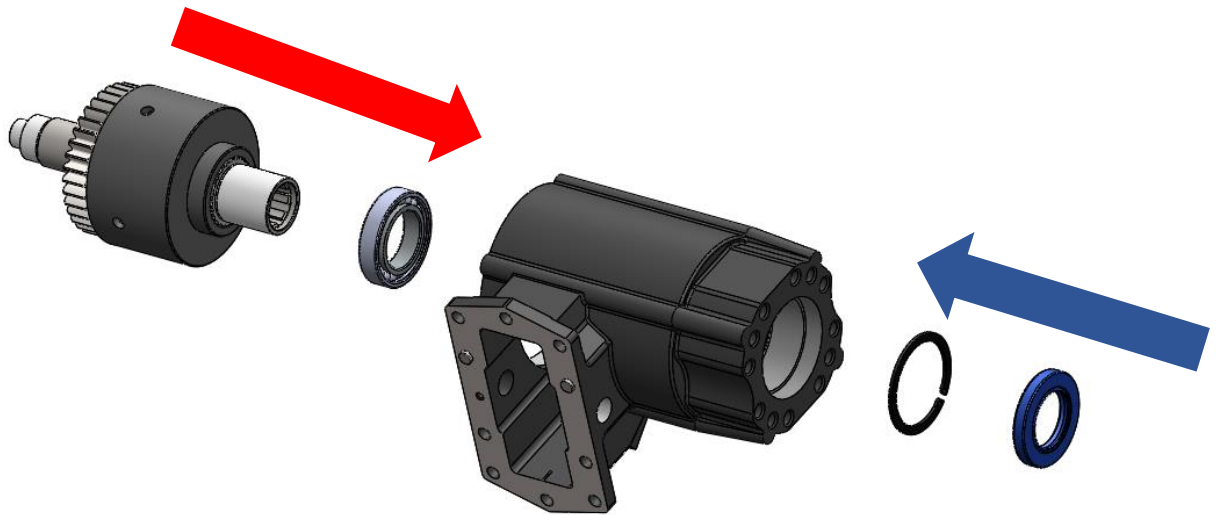


18. Washer and segment should be assembled after clutch gear is assembled.

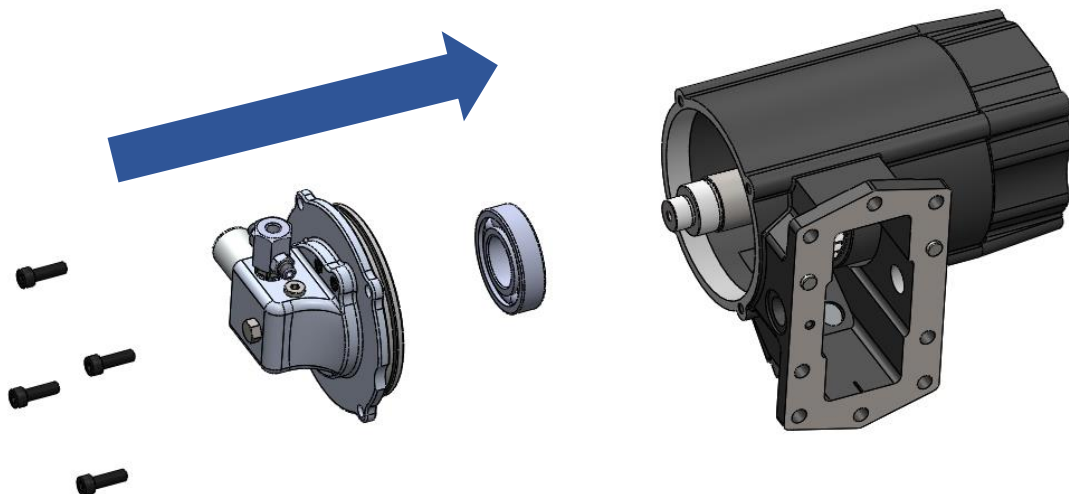


Clutch Pack will be assembled after above steps. Air system of clutch should be checked by air inlet on the clutch shaft before mounting clutch pack to the PTO.

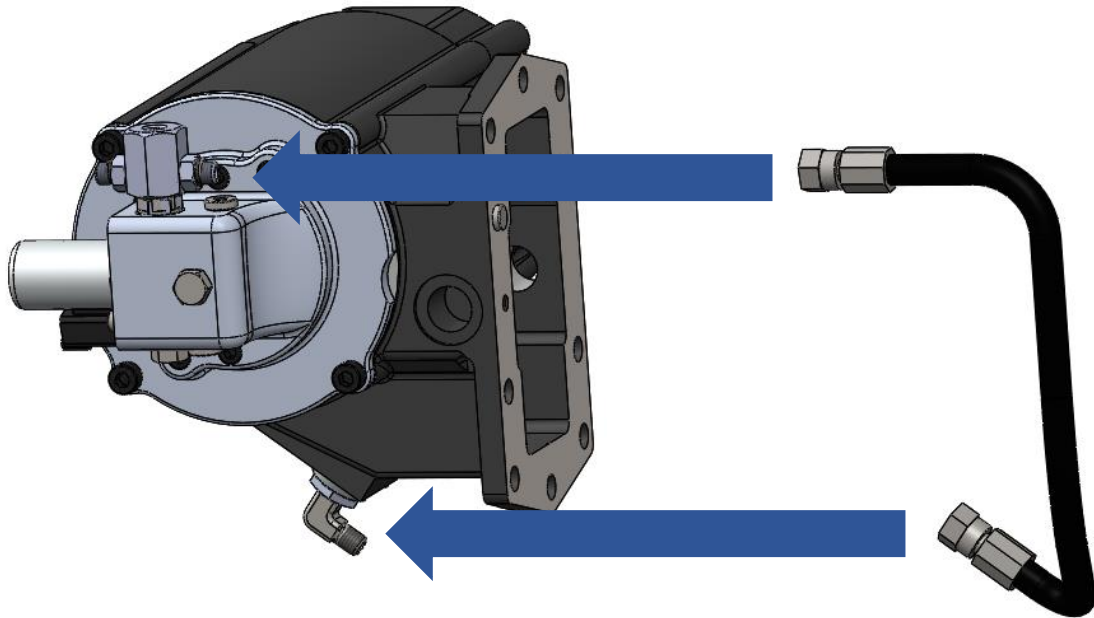
19. Bearing, segment and seal should be placed on the PTO body before assembling the clutch pack.



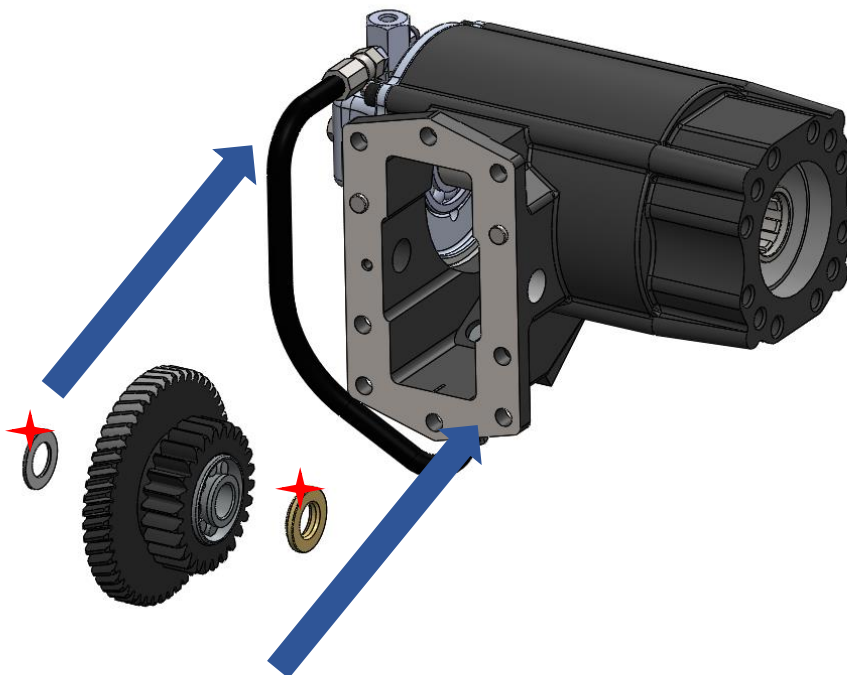
20. O-ring on the PTO cover should be greased then bearing should be placed inside on the cover. After that PTO cover should be assembled on the PTO body with 4 bolts.



21. Reassemble the oiling hose to oil input and output again.



22. Reassemble the PTO main gear with its washers and be careful to not drop washers into PTO body.



23. Shaft o-rings should be greased before reassembling the main gear shaft. Reassemble the gear shaft without orings to not damage the o-rings. Put o-rings on the shaft by pushing to side and other side the shaft then fasten the stay bolt on the PTO surface.

