

******Tips to Reline the Clutch Spider******

*Our clutch lining material is 5/32" x 6" PN. H/K/P-10L, and we cut to length as required.

*Clutch Spiders can be of four different styles; Wood block, Metal to Metal, Full Circle with Lining and Two Segments with Lining.

*Because of wear inside the Clutch Pulley, the new lining may/will require shimming to reduce pulley travel down to 3/8 to 1/2". Gasket material from most Auto Parts stores works great for making shims because it comes in many different thicknesses. The shim will be placed under the Clutch Material.

*Trace around the old lining onto the new lining and cut 1/4" bigger all the way around the old size. Use an ice pick to start the first hole, remove pick and install the first brass screw, PN. H/K/P-10R into the hole. Move ice pick to remaining holes adding screws as you go, with nuts finger tight. Whatever thickness shim that is needed MUST be under the lining during the hole location step! After lining has been secured to Spider it can be trimmed to match the Spider surfaces. Lining can also be glued in addition to the brass screws, but not required!

(*CLUTCH LINING, WOOD BLOCKS or Metal to Metal Clutches Will NEED OILED BEFORE EACH USE!!!*)

50# Spiders

Before 1915 the spiders were backwards, you could not access wood blocks in the spider to adjust pulley travel without removing main assembly, also there are still many other variations in spiders !

We Believe From serial# 777-2819 (1904-1914) use 25# clutch blocks this Varies Due to NO DOCUMENTATION threw the early years of R&D

(1915- 1918) was Metal to Metal Spider This Varies

(1919) was Full Circle Friction Spider This Varies

(1920-1926) was 2 segment Friction Spider this Varies

(1927-84) was Wood Friction Spider this Varies