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Potential Problem	Possible Reason	Solution
If clutch is able to move on the shaft.	Check center bolt and washer to make sure it is tight. If it is tight, make sure that the shaft is not too long. Clutch shaft should end before the end of the clutch to allow some deflection in the center bolt and washer to keep clutch on tightly. (Example)	Retighten center bolt or change spacer or shaft length.
Noise from pulley bearing.	Check if bearing feels rough. Check belt load to make sure pulley and bearings are not over loaded.	Reduce belt load.
	High temperature can be caused by either operating environment or due to slippage. If slippage, clutch should be discolored. Refer to slippage section for potential reasons.	Reduce the heat or eliminate slippage.
Pinging or scraping noise noticed when clutch is disengaged	Air gap too close. (Example)	Increase air gap.
	Surface is heavily galled.	Re-burnish the clutch.
Noise from field bearing.	Check to see if the clutch is discolored to see if it shows signs of slippage.	Refer to slippage section.
	Check for damage to both the outer race and inner race of the bearing. Make sure key is not too tight forcing pressure on the inner race . In the outer race area, check for marks or damage that could have caused the clearances to close up. (Example 1, Example 2, Example 3)	Replace clutch.
	Check temperature of shaft where clutch is mounted to verify that it is under 300°.	Reduce reason for the high temperature overloading on the engine.
	Check torque tab or backing plate to make sure that there is freedom of movement of 1/16 of an inch axially and radially. Check to see if any marks are evident that would indicate axial forces applied. (Example)	Loosen torque tab to make sure it has freedom of movement both axially and radially.
Noise is evident when the clutch is first installed and rotated by hand.	1. Possible causes are bolts holding the field are not tightened down properly.	1. Tighten bolts
	2. Key in key way is not seated properly. This could cause the clutch to cock to one side.	2. Remove rotor assembly and reset key way.
	3. Lead wire is pinched between mounting face and field bracket cocking field assembly.	3. Loosen the bolts, remove the wire and retighten the field mounting bolts.
	4. If set screw version, this could be because of improper air gap between pulley/armature and field.	4. Push together, then back off .1 inches and retighten set screw.
	5. Mounting face in not concentric with shaft.	5. Remachine mounting holes or switch mounting face (by switching you are able to verify if mounting holes on the clutch are the problem or the mounting holes on the face are the problem.)
Mounting bracket has come loose from the back of the field assembly.	Check to see if projection wells are broken. If they are check to see if rotor strike has occurred. Possible misalignment in combination of belts and side load can break projection wells. (Example)	Replace the clutch

Ogura Industrial Corp • 100 Randolph Road • Somerset, New Jersey 08873
Phone: 732-271-7361 • Fax: 732-271-7580 • info@ogura-clutch.com