

Clutches

LONG "CF" & "NC"

Buick (1964-66)
Ford Motor Co., Exc. Pinto (1965-73)

NOTE - Some cars use other types of clutches.

DESCRIPTION

Single plate, dry disc clutch using coil type clutch springs and three adjustable release levers. Model "CF" is semi-centrifugal and Model "NC" is not. The "CF" clutch has release levers that are weighted using centrifugal force to prevent slippage at higher engine speeds.

LINKAGE & PEDAL ADJUSTMENTS

Buick (1965-66) - Pedal free travel should be 7/8-1 1/8". To adjust, make sure clutch is fully released (contacting bumper stops), then remove load from overcenter spring. Adjust turnbuckle at pedal rod so there is no pedal freeplay, then lengthen rod by 1 1/2-turns of turnbuckle to obtain correct free travel at pedal pad. Tighten turnbuckle locknut to 48-120 inch-lbs., and overcenter eyebolt to 72-108 inch-lbs. Connect overcenter spring.

Ford Motor Co. (1959-69) Free pedal travel should be 1 1/8-1 3/8" (1959), 1" (1960), 3/4-1" (1961 Mercury), 1 1/4-1 3/8" (1961 Except Mercury); 15/16-1 1/16" (1962-67). *NOTE - Always adjust total pedal travel before checking free travel. Measure total travel after disconnecting interlock shift rod at interlock shaft lever. Total travel should be 6 7/8-7 1/8" (1959 Thunderbird), 6 5/8-6 7/8" (Except 1959 Thunderbird).* To correct free pedal travel, loosen locknut on clutch pedal release rod and turn adjusting nut. Check freeplay at 3000 RPM (should be minimum of 1/2" freeplay). Adjust assist spring retainer hook length so that, with clutch pedal depressed, the distance between spring eye centers is 6 3/4-6 7/8" (1959 Thunderbird), 9 3/4-10" (Except 1959 Thunderbird).

NOTE - If interlock shift linkage does not operate correctly or if disturbed during clutch linkage and height adjustment, adjustment must be made on interlock linkage. Adjust as follows:

Before adjusting interlock linkage, make sure clutch linkage is properly adjusted. With gear shift lever in neutral, loosen interlock rod locknut and disconnect rod

from interlock lever. Loosen pawl attaching screws and push interlock lever as far forward as possible so that pawl will seat in first-reverse lever. Tighten pawl attaching screws, then adjust length of interlock lever with lever held in forward position. Tighten locknut and check operation of interlock in low and neutral. Readjust if necessary.

Ford Motor Co. (1970-73) - Disconnect the clutch return spring from the release lever and loosen the release lever locking nut and adjusting nut. Move clutch release lever rearward until the release bearing lightly contacts the clutch pressure plate fingers. Adjust the rod length until the rod seats in the release lever pocket. Insert the specified feeler gauge (See table below for proper gauge) between the adjusting nut and swivel sleeve, and tighten the adjusting nut tight against the gauge. Carefully tighten the locknut against the adjusting nut and torque the locknut to specification. Install the clutch return spring and check the freeplay by placing engine in neutral at 3000 RPM. Freeplay should be 3/4" and must be exactly to specification or damage to clutch may result.

Feeler Gauge Application Table

1970-71

Ford, Mercury, Meteor	0.194"
Fairlane, Montego, Falcon, Mustang, Cougar (Except with 390" or 428" engine)	0.136"
With 390" or 428" engine	0.178"

1972-73

Torino, Montego, Mustang, Cougar	0.194"
Comet, Maverick	0.136"

Buick LeSabre, Invicta, & Wildcat (1962-66) - Remove transmission and clutch equalizer shaft. Disconnect return spring and remove ball stud from release shaft. Remove release lever and seal, and nylon bushing. Remove socket head capscrew from release shaft, then remove other screw, and pull release shaft out about 3". Slide release yoke and throw-out bearing from release shaft and remove shaft. Mark all clutch parts and flywheel for reassembly and remove clutch assembly. *NOTE - Install metal spacers (1/4" nuts) between release levers and inner edge of cover to aid removal and installation.*

