

MUSTANG & PINTO

Pinto
Mustang II

DESCRIPTION

Clutch is of single dry disc type, with cable operated mechanical linkage.

REMOVAL & INSTALLATION

CLUTCH

Removal — 1) Remove transmission, clutch lever cover and cable retainer. Disconnect clutch cable from clutch housing, remove starter cable and starter motor from clutch housing. Remove bolts that secure engine rear plate to front lower part of clutch housing.

2) Remove bolts that attach clutch housing to engine block and move housing back just far enough to clear pressure plate. Loosen pressure plate attaching bolts evenly, to release spring pressure gradually. Mark cover and flywheel so that pressure plate can be reinstalled in its original position.

NOTE — Ford does not recommend overhaul of clutch assembly. Replace if assembly shows signs of wear, burned or cracked areas, or if housing is more than .014" out of flat alignment.

Installation — 1) Fill grease groove of release bearing with lithium base grease and clean off excess from inside bore of bearing hub. Install clutch release bearing to release lever and attach release lever to flywheel housing.

2) Position clutch disc and pressure plate assembly on flywheel. Three dowel pins on flywheel must be properly aligned with pressure plate. Start cover bolts and insert suitable clutch alignment tool. With clutch properly aligned, tighten bolts evenly to assure proper alignment is not disturbed. Tighten bolts. Install clutch housing and torque bolts. Install transmission.

CLUTCH CABLE

Mustang — 1) At dash panel, remove cable retaining clip and pull cable toward front of car until adjusting nut can be rotated. Rotate nut away from adjusting sleeve approximately one inch. Remove sheet metal screw from bracket holding cable to fender apron and remove cable end fitting from top of clutch pedal arm. Push cable through dash.

2) Working under car, remove sheet metal screws holding metal release lever cover. Remove plastic cable retaining clip and disconnect cable from release lever. Remove rear nut that attaches cable to clutch housing and pull cable toward front of car until it clears clutch housing boss. Remove cable from car along with remaining lock nut and retaining spring. For installation, reverse removal procedures.

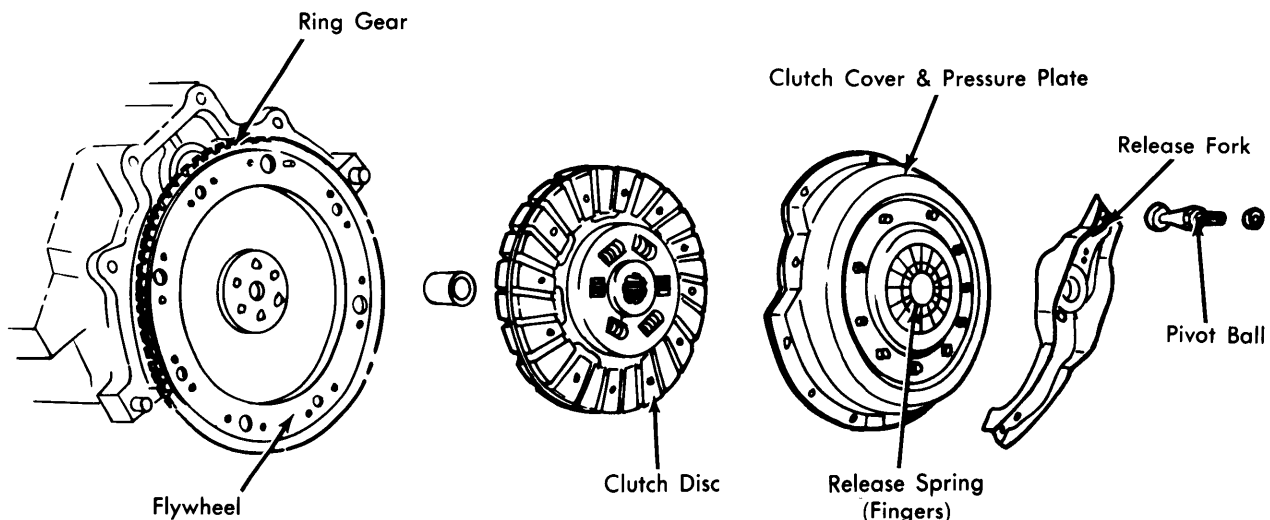
Pinto — 1) Remove negative battery cable, hairpin clip and clevis pin holding cable to clutch pedal and clevis pin on swagged ball on upper end of cable. Depress cable tangs at dash end of cable and remove cable from dash.

2) Remove clip and sheet metal screws holding cable lock nut and adjusting nut to allow cable to move rearward. Detach rear lock nut and remove rubber boot on release lever far enough to expose cable. Depress retracting spring slightly and slip internal end of cable out of release lever.

3) Pull entire cable toward front of car until it clears hole in clutch housing. Remove cable from car, along with adjusting nut, lock nut and retracting spring. For installation, reverse removal procedures.

CLUTCH PILOT BEARING

With transmission removed and using suitable tools (T58L-101-A and T59L-100-B) remove pilot bearing. Before installing new bearing, coat inside bore of bearing with wheel bearing lubricant; but do not use too much, since it would be thrown onto clutch.



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PINTO & MUSTANG CLUTCH ASSEMBLY

MUSTANG & PINTO (Cont.)

ADJUSTMENT

CLUTCH CABLE ADJUSTMENT

Mustang – 1) Remove cable retaining clip at dash panel. Remove screw holding cable attaching bracket on fender apron and pull cable toward front of car until adjusting nut can be rotated. Rotate nut away from adjusting sleeve approximately $\frac{1}{4}$ ". Release cable to neutralize system and then pull cable again until free movement of release lever is eliminated.

2) Rotate adjusting nut toward adjustment sleeve until contact is made, then index into next notch. Reinstall cable retaining clip and cable attaching bracket.

Pinto – Loosen cable lock nuts at clutch housing boss. Pull cable toward front of vehicle until all free move-

ment is eliminated. Holding cable in this position, place $\frac{1}{4}$ " spacer against clutch housing (on engine side). Run adjusting nut against spacer finger tight and tighten front lock nut against adjusting nut, being careful not to disturb adjustment. Tighten nut, remove spacer and tighten lock nut against clutch housing.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Clutch Housing-to-Engine (Top).....	28-38
(Side).....	23-33
Pressure Plate-to-Flywheel.....	12-24