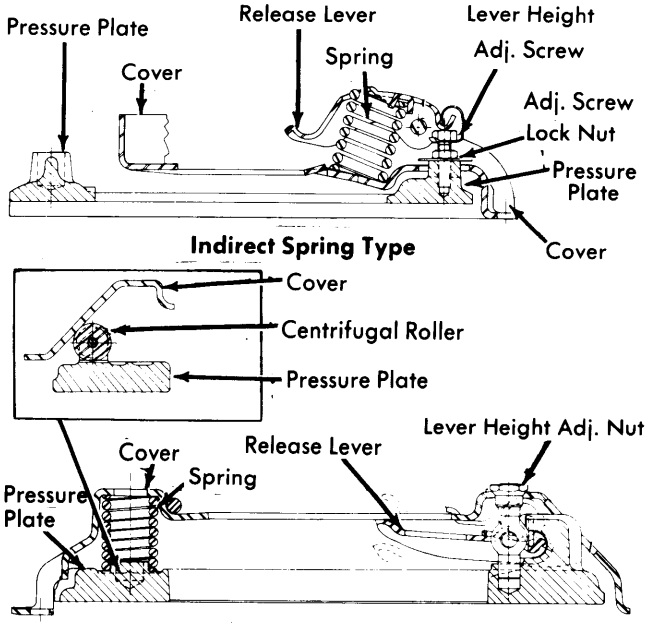
AMERICAN MOTORS & CHRYSLER CORP.

American Motors
Chrysler Corp.

NOTE — Clutch manufacturer does not recommend overhaul of these clutches.

DESCRIPTION

Dana Corp. manufactures these single plate, dry disc clutches with two different spring and lever arrangements (see illustration). The direct spring type has centrifugal rollers which increase pressure plate force against the clutch disc at high RPM. The indirect spring type applies spring pressure to release levers which pivot and apply pressure to pressure plate. With this type there is no increase in force at high RPM. Both systems are mechanically operated.



DANA CLUTCH ASSEMBLIES

REMOVAL & INSTALLATION

CLUTCH

American Motors — Remove starter, transmission, throwout bearing, release lever, and clutch housing. Mark flywheel and clutch cover for reassembly reference. When removing clutch cover, loosen attaching bolts evenly and in rotation to avoid warping. To install, reverse removal procedure.

Chrysler Corp. — Remove transmission, clutch housing pan, release bearing, and linkage. Mark flywheel and clutch cover, for ease in reinstallation. Loosen clutch cover attaching bolts evenly and in rotation to prevent warping cover. For installation, reverse removal procedures.

PILOT BUSHING

American Motors — Fill crankshaft cavity and pilot bushing bore with an all purpose lubricant. Insert clutch aligning tool straight into bushing, and tap with brass hammer. Hydraulic pressure will force bushing out of crankshaft. For installation, use suitable driver and install bushing straight into crankshaft until it seats. Lubricate bushing and install lubrication wick.

Chrysler Corp. — Using suitable puller (SP-3631) remove bushing. Before installing new bushing, soak it in oil. For installation, use suitable driver; then place small amount of grease in crankshaft cavity, forward of bushing.

ADJUSTMENT

PEDAL ADJUSTMENT

American Motors — Adjust pedal free play by changing the length of throw-out lever-to-bellcrank rod. Lengthen rod to reduce free play. Free play should be 7/8 - 1 1/8" with the maximum value preferred.

Chrysler Corp. — Adjust self-locking nut on clutch fork rod to provide 5/32" free movement at fork-to-push rod pin. This will provide correct 1" free play at pedal.

TIGHTENING SPECIFICATIONS

American Motors	Ft. Lbs.
Clutch Housing-to-Engine	
6 Cyl.	
Top	27
Bottom	43
8 Cyl.	27
Clutch Cover-to-Flywheel	
6 Cyl.	28
8 Cyl.	38
Transmission-to-Clutch Housing	55

Chrysler Corp.	Ft. Lbs.
Clutch Housing-to-Engine	
3/8" Bolts	30
7/16" Bolts	50
Clutch Cover-to-Flywheel	
5/16" Bolts	17
3/8" Bolts	30
Clutch Housing Pan Bolts	17
Transmission-to-Clutch Housing	50