

FORD MOTOR CO., CABLE OPERATED

Pinto, Bobcat
Capri, Mustang
Fairmont, Zephyr

DESCRIPTION

Clutch is a single dry disc design with cable operated linkage.

REMOVAL & INSTALLATION

CLUTCH

Removal – 1) Raise vehicle on hoist. Remove dust cover or clutch lever shield. Loosen clutch cable adjusting nuts to provide slack in cable. Disengage clutch cable from release lever. Remove cable retaining clip (if used) and disconnect clutch cable from flywheel housing.

2) Remove starter cable and starter from flywheel housing. Remove bolts that secure engine rear plate to front lower part of flywheel housing. Remove transmission and housing. Remove release lever from housing by pulling it through window in housing until retainer spring is disengaged from pivot.

3) Loosen the six pressure plate cover attaching bolts evenly to avoid distorting cover. If same pressure plate and cover are to be reinstalled, mark cover and flywheel so cover can be reinstalled in original position. Remove pressure plate and clutch disc from flywheel.

Installation – 1) Install clutch release lever if removed. Position clutch disc and pressure plate assembly on flywheel. The 3 dowel pins on flywheel must be properly aligned with pressure plate. Bent, damaged or missing dowels must be replaced. Align clutch disc, then alternately and evenly tighten cover bolts.

2) Apply a light film of lithium base grease (C1AZ-19590-B) to the following surfaces: Outside diameter of transmission front bearing retainer, release lever fork and anti-rattle spring where they contact the release bearing hub, and release bearing surfaces that contact pressure plate release fingers. Fill

grease groove of release bearing hub with the same grease. Be sure that there is no excess grease anywhere on assembly. From this point, install by reversing removal procedure.

CLUTCH CABLE

Removal & Installation, Pinto & Bobcat – 1) Disconnect negative battery cable. Working under vehicle, loosen cable lock nut at flywheel housing boss. Pull nylon adjuster nut forward toward engine until tabs on nut clear flywheel housing and cable can be removed through slotted hole in housing boss.

2) Remove rubber boot covering clutch release lever and disconnect clutch cable at release lever. Inside the vehicle, remove hair pin clip, clevis pin and clevis attaching cable to clutch pedal. Remove clevis from cable. Depress tangs holding cable retainer to dash panel and push cable forward through dash panel. Remove cable from vehicle. To install, reverse removal procedure.

Removal & Installation, Capri, Mustang, Fairmont & Zephyr – 1) Disconnect negative battery cable. Working under vehicle, remove dust shield. On 200" engines, pull nylon adjusting nut forward to clear rubber insulator. DO NOT try to turn nut until it is free of insulator. On all others, loosen locking nut and adjusting nut. Remove cable from release lever.

2) Remove cable retaining clip at flywheel housing. Remove retaining clip from clutch pedal relay lever and remove cable from vehicle. To install, reverse removal procedure and adjust clutch cable.

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.

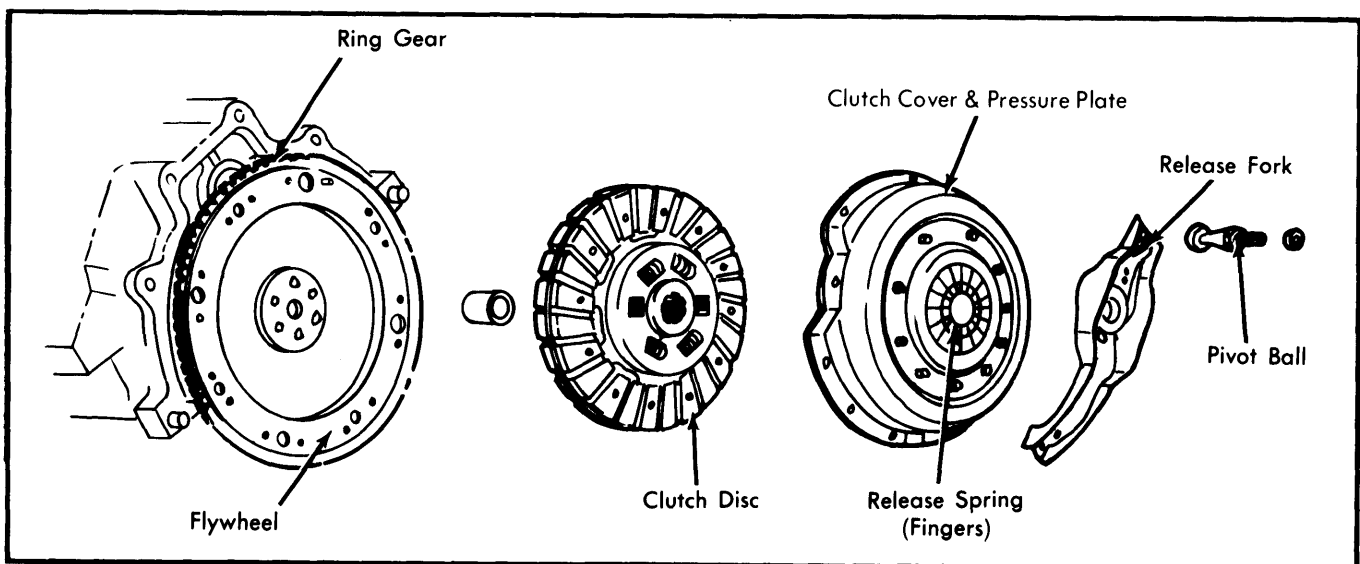


Fig. 1 Exploded View of Clutch Assembly

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ADJUSTMENT

CLUTCH CABLE ADJUSTMENT

Pinto & Bobcat – 1) Loosen clutch cable lock nut located on transmission side of flywheel housing. Pull cable toward front of car until tabs on nylon adjuster nut are clear of housing boss, then rotate nut toward front of vehicle approximately $\frac{1}{4}$ ". Release cable, then pull cable forward again until free movement of release lever is eliminated.

2) Rotate adjusting nut toward housing until contact is made between face of index tabs and housing, then index tabs so they drop into nearest housing groove. Tighten lock nut. Clutch pedal free play should be $\frac{7}{8}$ " to $1\frac{1}{8}$ ".

Capri, Mustang, Fairmont & Zephyr (Except 200" Engine) – From under vehicle, remove dust shield and loosen cable lock nut. Turn adjusting nut clockwise to raise pedal, counterclockwise to lower. On 2.3L engines, pedal travel should be 5.3". Travel is 6.5" on the 302" engine. Tighten lock nut to specification and cycle clutch pedal several times. then recheck height. When pedal is properly adjusted, it can be lifted 2.7" (2.3L engine) or 1.5" (302" engine) before contacting pedal stop. Reinstall dust shield on flywheel housing.

Fairmont & Zephyr (200" Engine) – Pull clutch cable toward front of car until adjusting nut can be rotated. DO NOT try to turn nut until it is free of rubber insulator. It may be

necessary to remove dust shield and block release lever forward so clutch is partially disengaged. Rotate adjusting nut until pedal height is 5.3" with adjusting nut installed in rubber insulator. Cycle clutch pedal several times and recheck pedal height. When pedal is properly adjusted it can be lifted 2.7" from normal position before touching pedal stop.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
2.3L Engine	
Flywheel-to-Crankshaft	75-85
Pressure Plate-to-Flywheel	12-24
Flywheel Housing-to-Engine	28-38
2.8L V6 Engine	
Flywheel-to-Crankshaft	47-51
Pressure Plate-to-Flywheel	12-24
Flywheel Housing-to-Engine	28-38
200" Engine	
Flywheel-to-Crankshaft	75-85
Pressure Plate-to-Flywheel	12-20
Flywheel Housing-to-Engine	38-55
302" Engine	
Flywheel-to-Crankshaft	75-85
Pressure Plate-to-Flywheel	12-24
Flywheel Housing-to-Engine	38-61