AMERICAN MOTORS

DESCRIPTION

Clutches are a single dry disc design with diaphragm release system. Three different clutch cover designs are used. One is 9.125" unit used on all 4-cylinder engines and is hydraulically operated. The cover used on Eagle models is a 9.5" unit that is also hydraulically operated. Spirit and Concord models with 6-cylinder engines use a 9.5" mechanically operated unit.

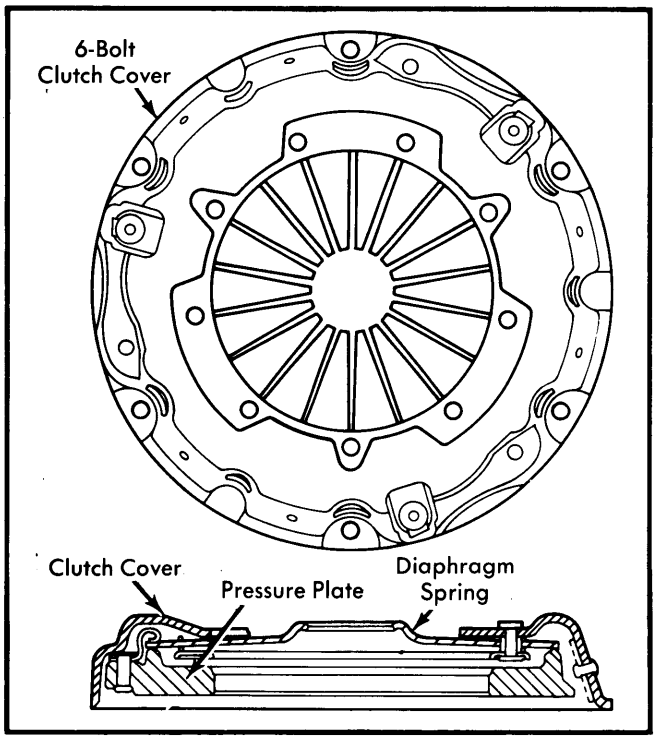

Fig. 1 Typical Clutch Cover

REMOVAL & INSTALLATION

CLUTCH

Removal – 1) Shift transmission into neutral. Remove console, gearshift lever, bezel and boot. On Eagle, remove skid pan, mark position of speedometer adapter for reassembly reference and remove retainer, adapter and cable. Plug adapter hole to prevent oil spill.

2) On Concord and Spirit, remove speedometer cable. Disconnect propeller shaft or shafts on all models. Disconnect back-up light switch wire and support engine.

3) On Eagle, support transmission and transfer case with a transmission jack. Remove catalytic converter bracket from transfer case, remove rear crossmember and remove transmission and transfer case as an assembly.

4) On Concord and Spirit, remove starter, slave cylinder, inspection cover and bolts attaching catalytic converter bracket to transmission rear support bracket. Remove rear crossmember.

5) On Eagle, remove right hand brace rod, starter, slave cylinder and spring and inspection plate. Move cylinder and plate aside. Do not disconnect line. Disconnect exhaust pipe at manifold.

6) On Concord and Spirit, remove transmission, clutch housing and clutch release bearing. On all models, mark clutch cover and flywheel for reassembly reference. Remove clutch cover and disc.

Installation – To install, position clutch cover and disc on flywheel and align clutch disc with aligning tool. Tighten cover bolts alternately and evenly. To complete installation, reverse removal procedure.

PILOT BUSHING

Removal – On mechanically operated clutch models, remove pilot bushing lubricating wick and soak in engine oil. On all models, fill bushing bore with grease and insert clutch aligning tool. Tap tool with a lead hammer. Hydraulic pressure will force bushing out.

Installation (Mechanically Operated Clutches) – Soak replacement bushing in engine oil. Place thumb over open end of bushing and work oil into sides. Remove all grease from crankshaft cavity. Place bushing on aligning tool and tap into cavity with a lead hammer. Install lubricating wick in bushing.

Installation (Hydraulically Operated Clutches) – Lubricate bushing with engine oil. Place on aligning tool and tap into cavity with a lead hammer.

ADJUSTMENT

PEDAL ADJUSTMENT

1) On all 4-cylinder models and 6-cylinder Eagle, a hydraulic system is used that requires no adjustment. On all other models, lengthen the bellcrank-to-throwout rod distance to reduce free play or shorten distance to increase free play.

2) Free play should be 7/8 - 1 1/8" with 1 1/8" preferred.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
American Motors	
Clutch Cover Bolts	
4-Cyl.	23
6-Cyl.	28
Clutch Housing-to-Engine Bolts	
4-Cyl.	54
6-Cyl.	
Top	27
Bottom	43
Clutch Housing-to-Transmission Bolts	
4-Cyl.	54
6-Cyl.	55
Starter-to-Clutch Housing Bolts	
4-Cyl.	54
6-Cyl.	18
Flywheel-to-Crankshaft Bolts	
4-Cyl.	65
6-Cyl.	105