

FIESTA

Fiesta

DESCRIPTION

The Fiesta clutch consists of a single dry plate clutch disc and a diaphragm spring pressure plate. The disc has 4 torsion springs. The clutch assembly is operated by an automatic self-adjusting device with a release shaft and thrust bearing inside the clutch housing.

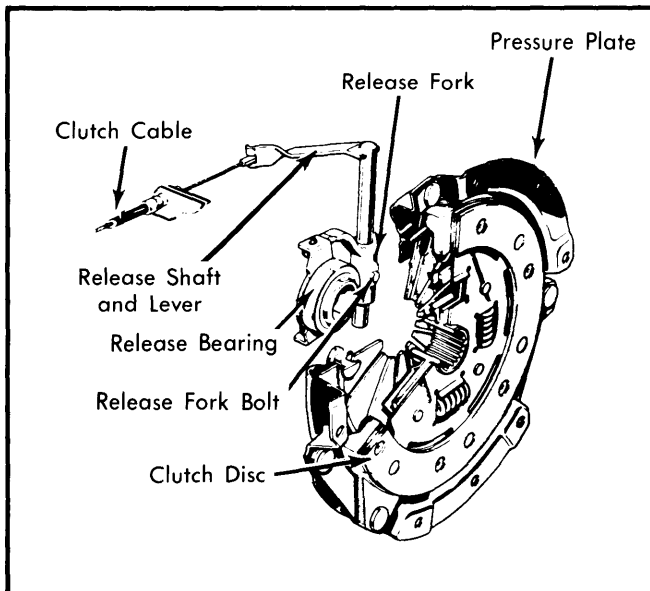


Fig. 1 Clutch Components

REMOVAL & INSTALLATION

CLUTCH ASSEMBLY

Removal – 1) Engage transmission in 4th gear position to ensure correct adjustment after installation.

2) Disconnect battery ground cable.

3) Insert engine support bar and clamp. See Fig. 2. Engine must be supported with transmission removed.

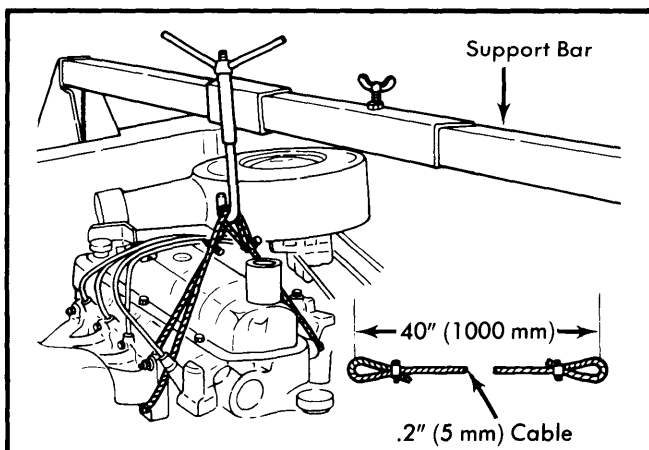


Fig. 2 Engine Support Bar Assembly

4) Unscrew speedometer driven gear.

5) Unhook clutch cable from release lever by pulling cable through between lever and support.

6) Remove (4) upper transmission flange bolts.

7) Jack up vehicle and drain transmission fluid.

NOTE – Remove plunger retainer and drain fluid out through plunger retainer hole.

8) Remove shift rod bias spring and shift rod from selector shaft gear. Loosen clamping screw and withdraw shift rod.

9) Unhook spring between shift rod and selector rail.

10) Remove stabilizer shift assembly from transmission.

11) Unscrew and reposition (2) inner nuts on rubber coupling and engine support.

12) Loosen lock nut on stud, and remove stud from transmission housing with Allen wrench.

NOTE – Allow stabilizer and screw to hang on engine support bar.

13) Remove left driveshaft by removing (6) Allen bolts at coupling of inner constant velocity joint and stubshaft.

14) Remove front axle shaft by removing (6) Allen bolts at inner constant velocity joint.

15) Remove starter.

16) Remove (2) lower flange bolts from transmission.

17) Remove (3) bolts from engine mounting.

18) Lower transmission on suitable jack and remove.

19) Remove screws from clutch pressure plate evenly (one turn at a time) and remove clutch assembly from flywheel.

Installation – Reverse removal procedure making note of the following:

1) Apply light coating of grease on splines of driveshaft and differential gear.

2) Be sure engine adaptor plate is properly seated on engine guide bushings.

3) Install transmission. Insert (2) flange bolts and snug.

4) Align engine adaptor plate and secure with two drivers.

5) Mount transmission and clutch adaptor plate to engine mounting using (3) new self-locking bolts. Lower engine and torque these 3 bolts. Torque 2 flange bolts now also.

NOTE – It is absolutely essential to use NEW self-locking bolts. It is extremely important to use the proper torque values on all bolts and nuts.

FIESTA (Cont.)

6) Install control shaft plunger with spring and retainer.

NOTE – Lightly coat retainer threads with "Omnifit" type lubricant.

7) Install starter and connect cable.

8) When installing stabilizer gear to transmission, gently turn Allen screw as far as stop in transmission housing. Lock with nut on rubber coupling of stabilizer. Bring inner nuts on engine mount into contact, and torque outer engine mount nuts.

9) Place shift shaft and lever in 4th gear position. Pull selector rod down onto shift shaft, align holes in selector housing and shift lever. Lock in position with .16" (4 mm) pin. Insert suitable spacer between floor pan and selector rod. See Fig. 4 for dimensions of spacer.

10) Using suitable mandrel, turn shift shaft clockwise to stop. Push shaft into transmission case and hold. Tighten selector rod clamp bolt. Remove spacer and mandrel. Check gear shift operation. Install selector rod spring into frame member. Release and remove engine support assembly.

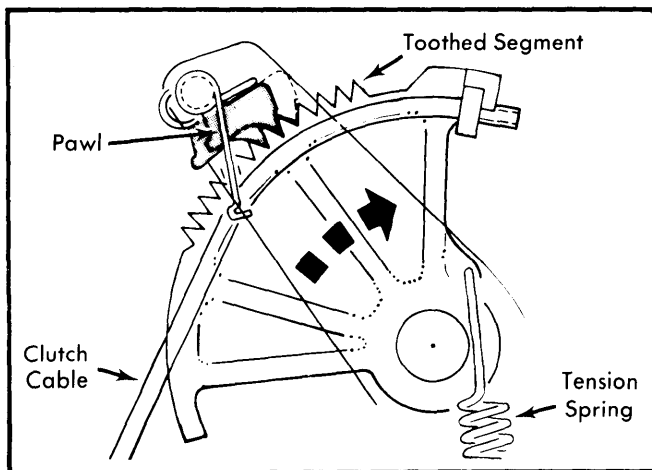


Fig. 3 Automatic Clutch Cable Adjuster

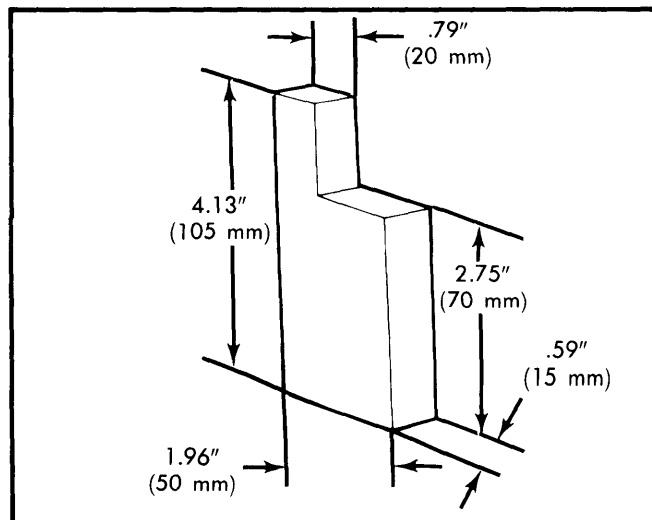


Fig. 4 Selector Rod Spacer Dimensions

AUTOMATIC CLUTCH CABLE ADJUSTER

Fiesta is equipped with an automatic clutch cable adjuster, and no manual adjustment is required. Automatic adjuster is located at upper end of clutch pedal. Cable tension is set whenever clutch pedal is depressed as pawl engages with nearest adjusting segment.

CLUTCH CABLE

Removal & Installation – 1) Push cable between lever and support; release and unhook cable from release lever with suitable pliers.

2) Remove lower insulating panel on left side of dash. Bend retaining tabs upward; remove screws and lift off. Pull clutch pedal rearward to release pawl from toothed segment and unhook cable from pedal.

3) Rotate toothed segment forward, unhook cable and allow segment to swivel backward. Pull cable out through recess between pedal and automatic adjuster.

4) To install, reverse removal procedure and note the following: Clutch cable must be routed under pedal stop. After installation, press pedal several times to ensure proper operation of clutch automatic adjuster.

CLUTCH RELEASE FORK & LEVER

Removal – With transmission removed, remove release fork bolt. Separate fork, shaft and lever assembly.

Installation – 1) Prior to installation of shaft and lever assembly, align fork bolt hole in shaft and lever assembly and ensure that the hole is not misaligned with counterbore.

2) Thread fork bolt into position until bolt shank is fully seated in counterbore. If bolt fails to seat in counterbore by hand, replace shaft and lever assembly. Reverse removal procedure and tighten release fork bolt.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Gearbox-to-Engine Flange Bolts	30 (4.1)
Gearbox-to-Engine Brace	
Self-Locking Bolts	65 (9.0)
Small Housing-to-Large Housing	18 (2.5)
Gearshift Lock Cap Nut-to-Housing	22 (3.0)
Gear/Differential Housing	62 (8.6)
Shift Housing-to-Floor Pan	12 (1.7)
Cover-to-Housing	7 (1.0)
Pressure Plate-to-Flywheel	13 (1.8)
Selector Rod Mechanism-to-	
Stabilizer Allen Bolt	40 (5.5)
Release Fork Bolt	19-24 (2.6-3.3)