

CHRYSLER CORP.

All Models

DESCRIPTION

Clutches used on all Chrysler Corp. vehicles are the single, dry disc type of Borg and Beck design. Adjustment for wear is not provided in clutch itself, however clutch pedal linkage is adjustable to maintain specified pedal free play. Clutch linkage on all models is mechanical type.

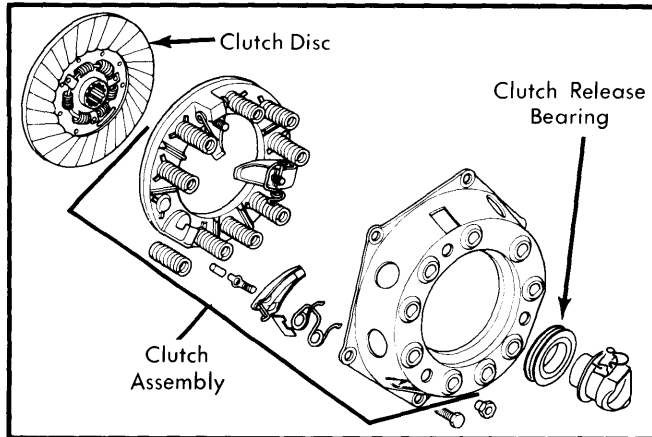


Fig. 1 Exploded View of Chrysler Corp. Borg and Beck Type Clutch Assembly

REMOVAL & INSTALLATION

CLUTCH

NOTE — For Transfer Case and Manual Transmission removal, see appropriate articles in TRANSFER CASE AND MANUAL TRANSMISSION SERVICING Sections.

Removal — 1) Remove transfer case (if equipped), transmission and clutch housing pan. Disconnect clutch fork return spring. Remove fork rod spring washer from pin and remove fork rod, adjusting nut, washer and insulator. Remove clutch fork and release bearing (if not removed with transmission).

2) Mark position of clutch cover on flywheel for reassembly. Remove clutch cover bolts by loosening 1 or 2 turns at a time until all bolts are removed. Remove clutch cover and disc from flywheel.

Installation — Make sure clutch surface on flywheel is clean. Align clutch cover and disc using a suitable aligning tool. Make sure clutch cover is installed in original position on flywheel. Tighten clutch cover bolts a few turns at a time, alternately and evenly. Fill bearing sleeve cavity with grease, and apply a thin film to release fork pads. Lubricate clutch fork fingers and pivot contact area. To complete installation, reverse removal procedure.

PILOT BEARING (BUSHING)

Removal — Thread a suitable tapered pilot into bushing, and install puller screw into pilot. Turn puller screw until bushing is removed from crankshaft.

Installation — Using a soft faced hammer, drive bushing into crankshaft until edge of bushing is flush with inner surface of flywheel.

CLUTCH HOUSING ALIGNMENT

NOTE — If clutch housing is removed while making adjustments or repairs, it will be necessary to check and/or align housing.

1) Remove 1 flywheel-to-crankshaft bolt and replace with bolt approximately 3" long. Mount dial indicator (C-3339 or equivalent) on bolt using "C" clamp. Position stem of dial indicator on face of clutch housing.

2) Pry crankshaft forward until bottomed against crankshaft thrust bearing. Zero dial indicator. Rotate flywheel using tool (C-771 or equivalent) and note indicator reading, runout should not exceed .006".

3) If runout is greater than .006", loosen housing bolts and insert correct thickness shim between clutch housing and block at point of maximum runout. Reposition stem of dial indicator to inside of pilot bore of clutch housing.

4) Zero dial indicator. Rotate flywheel using tool (C-771 or equivalent) and note indicator reading, runout should not exceed .008". If runout is greater than .008", offset dowels must be installed in pairs of same size.

5) Determine amount of runout, if runout is between .009-.020", use a .007" offset dowel. If runout is between .022-.034", use a .014" offset dowel and if runout is between .036-.050", use a .021" offset dowel.

6) Remove clutch housing and original dowels from rear face of engine block. Install offset dowels with slots parallel to point of maximum runout and seated in block up to shoulder of offset.

7) Install clutch housing and shim (if used), remount dial indicator and check runout again. Minimum adjustment can be made by turning dowel with a screwdriver until runout is within specification.

ADJUSTMENTS

CLUTCH LINKAGE

Adjust clutch fork push rod to obtain specified free play at clutch fork push rod pivot pin. This free play will provide correct pedal free play.

Clutch Fork Free Play

Application	Free Play
All Models	3/32"

TIGHTENING SPECIFICATIONS	
Application	Ft. Lbs.
Clutch Cover-to-Flywheel Bolts	
5/16"	17
3/8"	30
Clutch Fork Pivot Bolts	17
Flywheel Bolts	55
Housing-to-Engine Block Bolts	
7/16"	50
3/8"	30
Transmission-to-Clutch Housing	50