

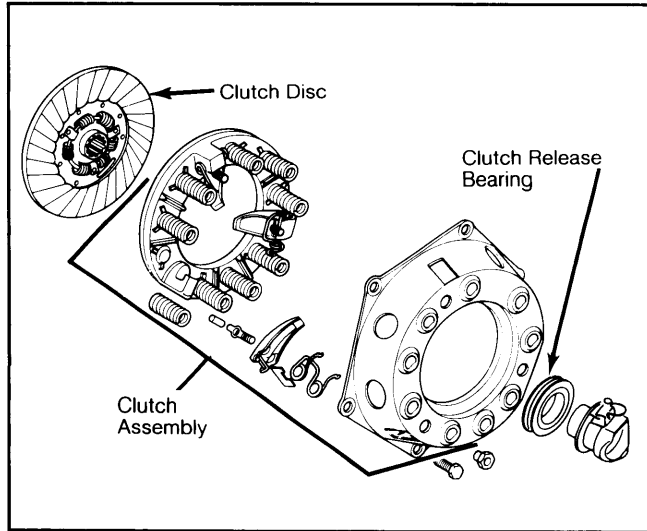
CHRYSLER CORP.

Dodge, Plymouth

DESCRIPTION

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

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



Mark clutch cover position before disassembly.

REMOVAL & INSTALLATION

CLUTCH 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

Ensure flywheel surface is clean. Install clutch cover and disc with aligning tool. Ensure cover is in original position on flywheel. Tighten cover bolts a few turns at a time, alternately and evenly. Lubricate bearing sleeve cavity with grease, and apply a thin film to release fork pads, clutch fork fingers and pivot contact area. Reverse removal procedure.

PILOT BEARING (BUSHING)

Removal

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

Installation

Soak new bushing in oil before installing. Using driver (SP-3549 or C4171 on head SP-3551), tap

new bushing into crankshaft flush to end. Place grease in the crankshaft cavity forward of the bushing, and coat inner surface of bushing.

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" (.15 mm).

3) If runout is excessive, loosen housing bolts and insert 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" (.20 mm). If runout is greater, offset dowels must be installed in pairs of same size. Select dowels from sizes listed.

OFFSET DOWEL SELECTION CHART

Runout In. (mm)	Offset Dowel In. (mm)
.009-.020 (.23-.51)	.007 (.18)
.022-.034 (.56-.86)	.014 (.36)
.036-.050 (.91-1.27)	.021 (.53)

5) 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.

6) 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 specifications.

ADJUSTMENTS

CLUTCH LINKAGE

Adjust clutch fork push rod to obtain $\frac{3}{32}$ " (2.4 mm) free play at clutch fork push rod pivot pin. This free play will provide correct pedal free play of approximately 1" (25.4 mm).

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (N.m)
Clutch Cover-to-Flywheel Bolts	
$\frac{5}{16}$ "	17 (23)
$\frac{3}{8}$ "	30 (41)
Clutch Fork Pivot Bolts	17 (23)
Flywheel Bolts	55 (75)
Housing-to-Engine Block Bolts	
$\frac{7}{16}$ "	50 (68)
$\frac{3}{8}$ "	30 (41)
Transmission-to-Clutch Housing	50 (68)