

Clutches

FORD MOTOR CO., MECHANICAL LINKAGE

Granada, Monarch
Maverick, Comet

NOTE — Ford does not recommend overhaul of clutch assembly. Replace if assembly shows worn, burned, or cracked areas. Also replace if housing face runout exceeds .010" or if bore runout exceeds .015".

DESCRIPTION

The clutch is a single, dry disc type manufactured by the Long Company and designated "CF". It is operated by a mechanical linkage, and it has centrifugal weights to increase pressure plate grip at high RPM.

REMOVAL & INSTALLATION

CLUTCH

Removal — 1) Remove transmission and disconnect clutch release lever retaining spring. Remove starter. Loosen clutch adjusting rod nuts, then remove adjusting rod.

2) Remove bolts that secure engine rear plate to front lower part of flywheel housing. On Monarch/Granada models, remove bolts that attach clutch equalizer bar pivot bracket to flywheel housing.

3) Remove bolts attaching housing to engine and move housing back just far enough to clear pressure plate, then move it to the right to free the pivot from the clutch equalizer bar. Be careful not to disturb the linkage and (if equipped) the assist spring.

4) Loosen evenly and gradually the pressure plate cover bolts. Mark cover and flywheel to insure correct indexing at assembly. Remove clutch assembly and disc.

Installation — 1) Install clutch release lever. Place clutch disc and pressure plate in position on flywheel. Start cover attaching bolts to hold pieces in place, but do not tighten them. Using a suitable alignment tool, align clutch disc. Then tighten bolts evenly to assure alignment is not disturbed. Tighten bolts and remove tool.

2) Apply a light film of lithium grease to outside of transmission front bearing retainer, both sides of release lever fork, and to release bearing surface that contacts pressure plate release fingers. Fill grease groove of release bearing hub, but clean excess from inside bore of bearing hub.

3) Make certain that flywheel housing and engine block are clean. Position housing on dowels of engine block. Slip pivot bracket into clutch equalizer shaft, being careful not to disturb linkage. Install and alternately tighten attaching bolts. Install transmission and starter. Reinstall clutch adjusting rod and adjust.

ADJUSTMENT

CLUTCH PEDAL FREE PLAY

1) Disconnect clutch return spring from release lever. Remove release lever rod lock pin and loosen adjusting nut. Move clutch release lever rearward until release bearing lightly contacts the clutch pressure plate release fingers. Adjust rod length until rod seats in release lever pocket.

2) Insert specified feeler gauge between adjusting nut and swivel sleeve. Rotate rod until flat is aligned with pin hole in adjusting nut. Install locking pin. Remove feeler gauge. Install clutch retainer spring.

3) Cycle clutch pedal at least five times and recheck free play setting with feeler gauge. Readjust if necessary. Correct free play setting will give clutch pedal free play of $\frac{7}{8}$ - $1\frac{1}{8}$ " with engine idling.

Adjusting Nut-to-Swivel Sleeve Specifications

Application	Distance
Maverick, Comet, Granada & Monarch	.136"

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Clutch Housing-to-Engine	
200" Engine	38-55
250-302" Engines	38-61
Pressure Plate-to-Flywheel	12-20
Lock Nut-to-Adjusting Nut	15-20

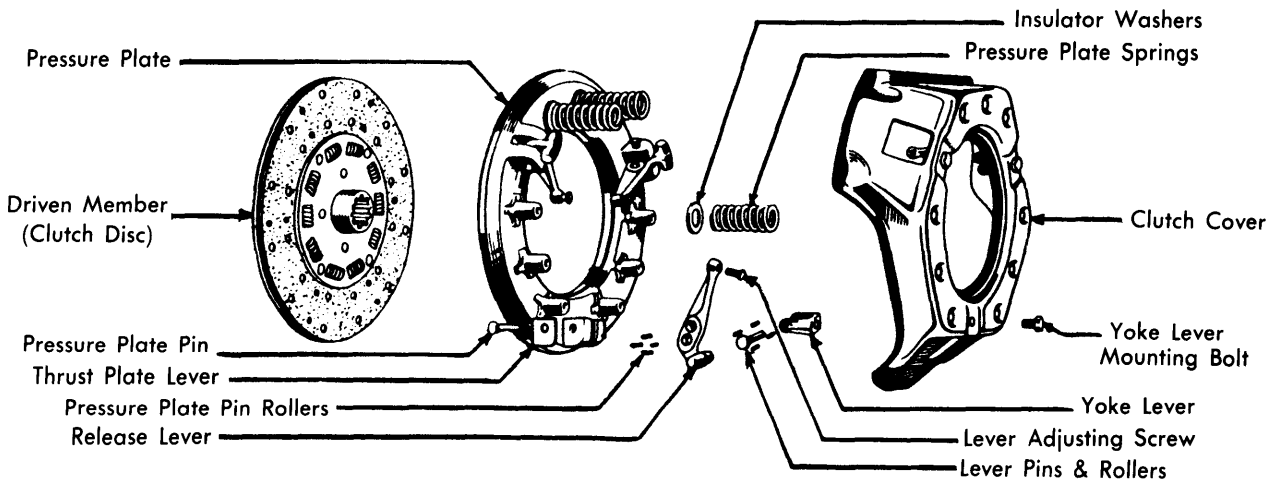


Fig. 1 Exploded View of Typical Clutch Assembly