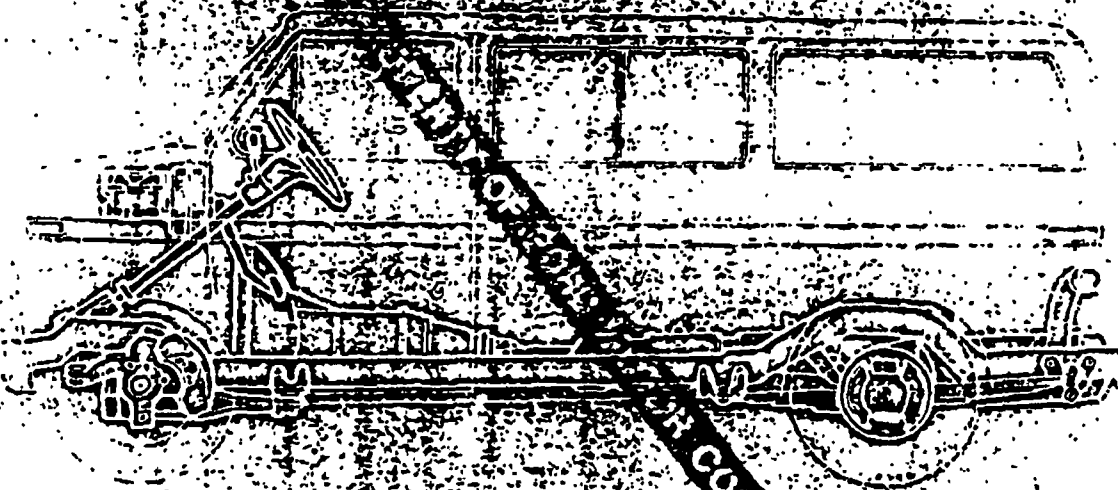




1975 TRUCK SHOP MANUAL



Volume 1 Chassis

CPATES

9

V FORD
- 0250

PLAINTIFF'S
EXHIBIT
WV-05985

PLAINTIFF'S
EXHIBIT
11733 ©

SCF-FORD-1220

and bore alignment is within limits, shim the flywheel housing to the limits of these tolerances and check the bore alignment. If it is not within limits, replace the housing.

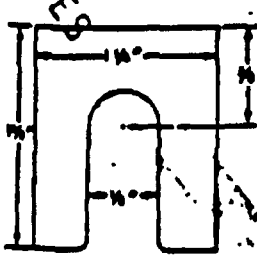


FIG. 2 Fabricated Flywheel Housing Shim

CLEANING AND INSPECTION

CLUTCH

Release Bearing

Wipe all oil and dirt off the release bearing. The bearing is prefabricated and should not be cleaned with solvent. On all F-100, J-350, Parcel Delivery, E-100, J-150 and U-100 Series vehicles, the clutch release bearing and hub should be serviced as a single unit. Do not disassemble them for inspection or replacement.

Inspect the release bearing assembly for burrs, which may cause the assembly to drag or bind on the transmission bearing retainer. If burrs are found, clean bearing assembly with a fine crocus cloth. Then inspect the transmission input shaft bearing retainer for evidence of scoring. Any scoring should be polished out with crocus cloth. Coat the bearing retainer with a thin film of lithium-base grease (CIAZ-19590-B). If the release bearing and hub assembly has been removed on F-100, J-350 and Parcel Delivery Series vehicles, lubricate the release lever fingers and release fingers with lithium grease (CIAZ-19590-B). Also fill the bearing housing manifold groove and lubricate the release lever retaining spring with lithium grease (CIAZ-19590-B).

Hold the bearing inner race and rotate the outer race while applying pressure to it. If the bearing rotation is rough or noisy, replace the bearing.

Improper clutch pedal adjustments will cause release bearing failure. If the clutch linkage does not allow enough free travel, the release bearing will constantly touch the release fingers and wear when the engine is running.

Check the release bearing

for signs of wear at point of contact with the release lever and the release fingers.

If one side of the assembly shows more wear than the other, the release lever is bent out of place or is not centering the flywheel housing bracket, and replace bearing failure.

Misalignment between the engine and transmission is another cause of release bearing failure. Misalignment is indicated by symptoms such as the transmission jumping out of gear, drive shaft vibration, excessive wear of the pilot bushing, excessive clutch drag, time resulting in gear clash, clutch failure on start up, and excessive transmission wear.

PRESSURE PLATE AND COVER

The pressure plate should be lubricated with a lithium-base grease (CIAZ-19590-B) between the driving lugs and the edge of the pressure plate openings as shown in Fig. 3. Depress the pressure fingers fully, apply the lubricant, and then move the fingers up and down until the lubricant is worked in. Do not apply excessive lubricant.

Inspect the surface of the pressure plate for burrs, marks, scores, fatness or ridges (Fig. 4). If the pressure plate is badly heat-checked or deeply scored, replace the pressure plate and cover assembly. Clean the pressure plate and flywheel surfaces with a suitable commercial solvent to be sure that surfaces are free from any oil film. Do not use cleaners with a petroleum base, and do not immerse the pressure plate in the solvent.

If a substantial difference in finger wear exists, the heavily worn finger is bending. Replace the pressure plate.

CLUTCH DISC

Inspect the clutch disc facings for oil or grease. Eliminate the source of any oil or grease before replacing the disc. An excessive amount of grease on the bearing hub will find its way to the disc facings. Too much lubricant in the transmission or a plugged transmission vent will force the transmission lubricant out the input shaft and onto the disc facings. Leaking rear engine seal or loose or unseated flywheel attaching bolts will allow engine oil to flow onto the disc facings.

Inspect the clutch disc for worn or loose facings (Fig. 4). Check the disc for distortion and for loose rivets at the hub. Check for broken springs. Springs loose enough to rattle will not cause noise when vehicle is operating.

Replace the disc if any of these conditions are present. When installing the disc, be careful not to drop it or cause it to hit with oil or grease.

PILOT BEARING (SOLID TYPE 3-PIECE)

Check the fit of the clutch pilot bearing in the hole of the crankshaft. The bearing is pressed into the crankshaft and should not be loose. A pilot bearing that is glazed, worn or dry, due to insufficient lubricant, often results in a temporary objectionable start-up rattle or chirping noise as the clutch is engaged or disengaged.

If inspection of the pilot bearing shows a worn, glazed or discolored condition, replace the bushing. Inspect the inner surface of the bearing for excessive wear or a bell-mouthed condition. Replace the