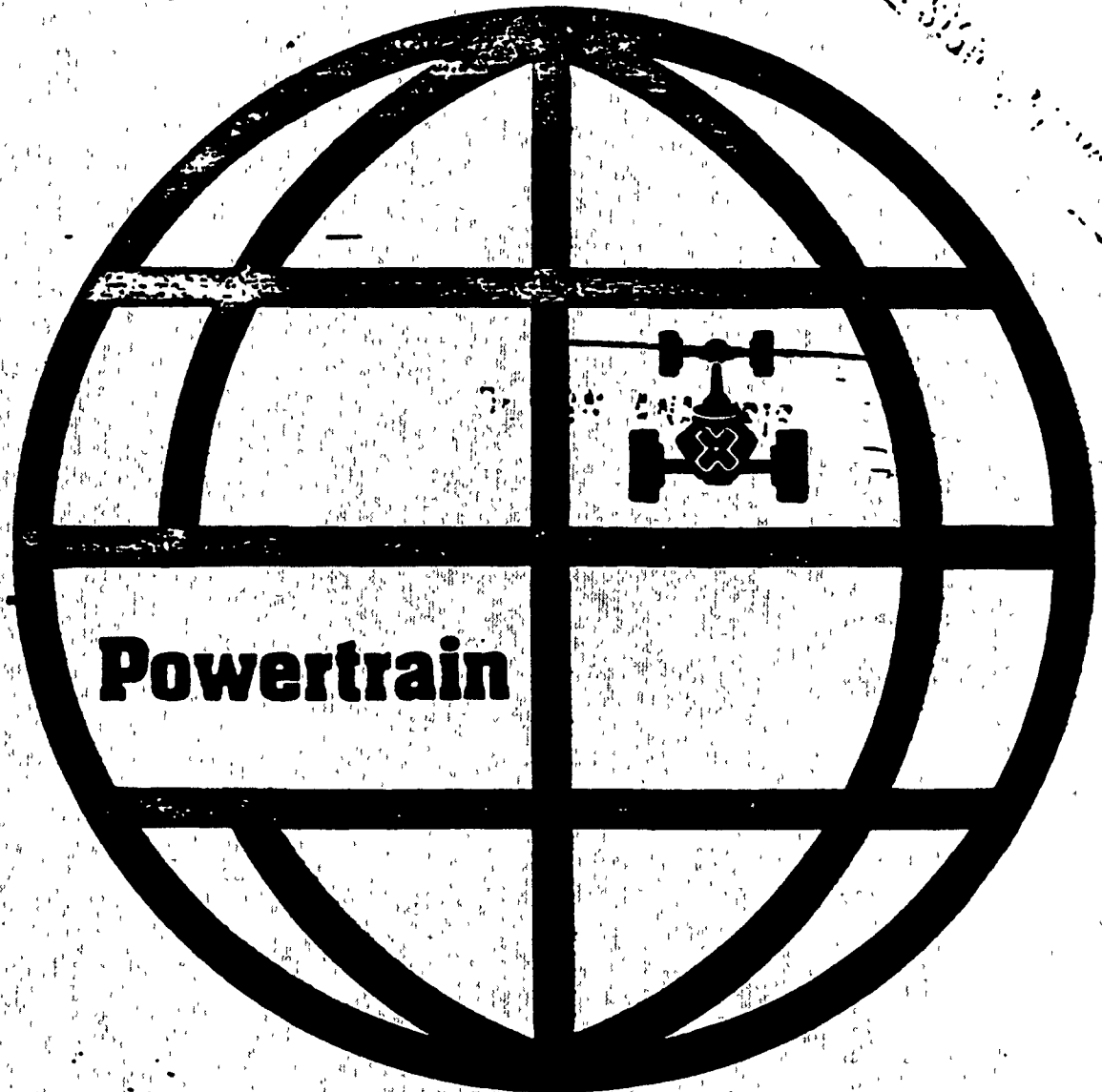
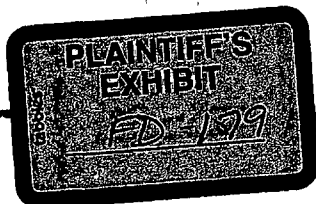


1981 CAR SHOP MANUAL



**All Car Models
(Except Escort • Lynx)**



SCF-FORD-3006

- 10 After completion of the face runout check, install the dial indicator lever attachment to the dial indicator (Fig. 1) and position the assembly to check bore runout (Fig. 4). The rubber band shown attached to the lever (Figs. 1 and 4) must be installed as indicated, prior to installation of the lever, to preload the dial indicator for bore readings.

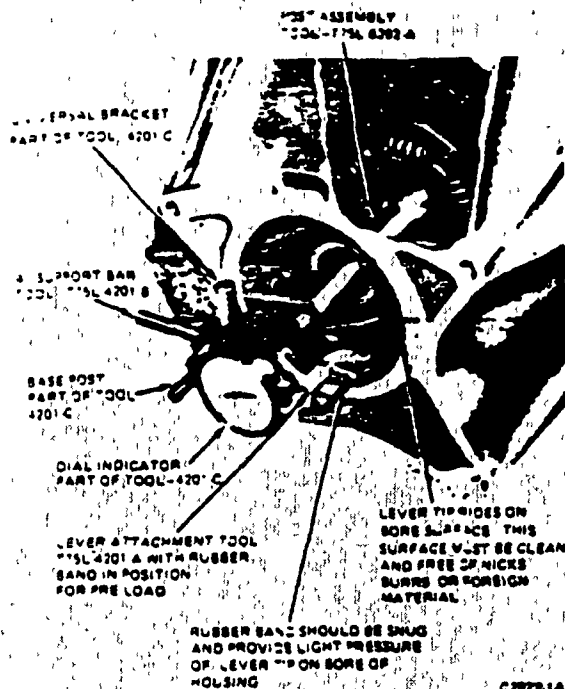


FIG. 4 Installing Dial Indicator For Bore Runout Check

NOTE: The rubber band should be installed just snug enough to provide a light pressure of the lever tip on the bore of the housing. If the rubber band is too tight, it may bind the dial indicator or distort the reading.

- 11 Zero the dial indicator and rotate the crankshaft through one revolution as in Step 7. Record the greatest variation between the indicator readings for the complete crankshaft revolution. The reading should be verified by repeating the procedure a second time.
- 12 If the maximum variation measurements obtained in Steps 8 and 11 show that face runout exceeds .254mm (.010 inch) T.I.R. and/or the bore runout exceeds .381mm (.015 inch) T.I.R., the flywheel housing should be replaced.

Before reassembly of the transmission to the flywheel housing, the front mounting face of the transmission should be inspected and cleaned. Any nicks, burrs, paint or foreign material must be removed to be sure of alignment between these components. Transmission Welch plugs should also be checked for proper installation. If dowels on the flywheel or rear face of the engine are missing or damaged, refer to Dowel Removal and Installation.

CLEANING AND INSPECTION

Clutch Release Bearing

Wipe all oil and dirt off the release bearing. The bearing is prelubricated and should not be cleaned with solvent.

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

Inspect the release bearing assembly for burrs which may cause the assembly to drag on the transmission bearing retainer. If burrs are found, inspect the transmission input shaft bearing retainer for evidence of scoring. Polish out burrs and scoring with a crocus pad.

Apply a thin film of lithium base grease (C1AZ-19590-B or equivalent) to the bearing retainer, both sides of the release lever fork where it contacts the release bearing hub and retaining springs, and to the release bearing surface that contacts the pressure plate fingers.

Carefully fill the grease groove inside the bearing hub with the lithium base grease (no polyethylene). Be sure to clean all excess grease from the bore of the bearing hub, excess grease will be forced into the spline by the transmission input shaft bearing retainer and will contaminate the clutch disc. Also, care must always be exercised when applying lubricants to the release bearing, release bearing hub and the release lever fork, as excessive lubricant would contaminate the clutch disc.

Undue bearing wear is usually caused by an improper clutch linkage adjustment or where the clutch pedal does not return against rubber stop. Misalignment between the engine and transmission can also cause release bearing wear and damage.

Pressure Plate and Cover

Inspect the surface of the pressure plate for burn marks, scores, ridges, and warpage (Fig. 5). Generally, pressure plate resurfacing is not recommended, but minor burn marks or scores can be removed with a crocus pad. If it is badly heat checked, warped or deeply scored, replace the pressure plate and cover assembly. Clean pressure plate and flywheel surfaces with a suitable solvent, such as alcohol to be sure the surfaces are free from any oil film. Do not use cleaners with petroleum base, and do not immerse the pressure plate in the solvent.

Clutch Disc

Inspect the clutch disc facings for oil or grease. Eliminate the source of any oil or grease before replacing the disc.

Any excessive amount of lubricant on the pilot bearing or release 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. Also, rear main bearing oil seal leaks or oil leaks from the flywheel mounting bolts can contaminate the clutch disc.