

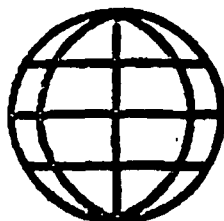


COATES

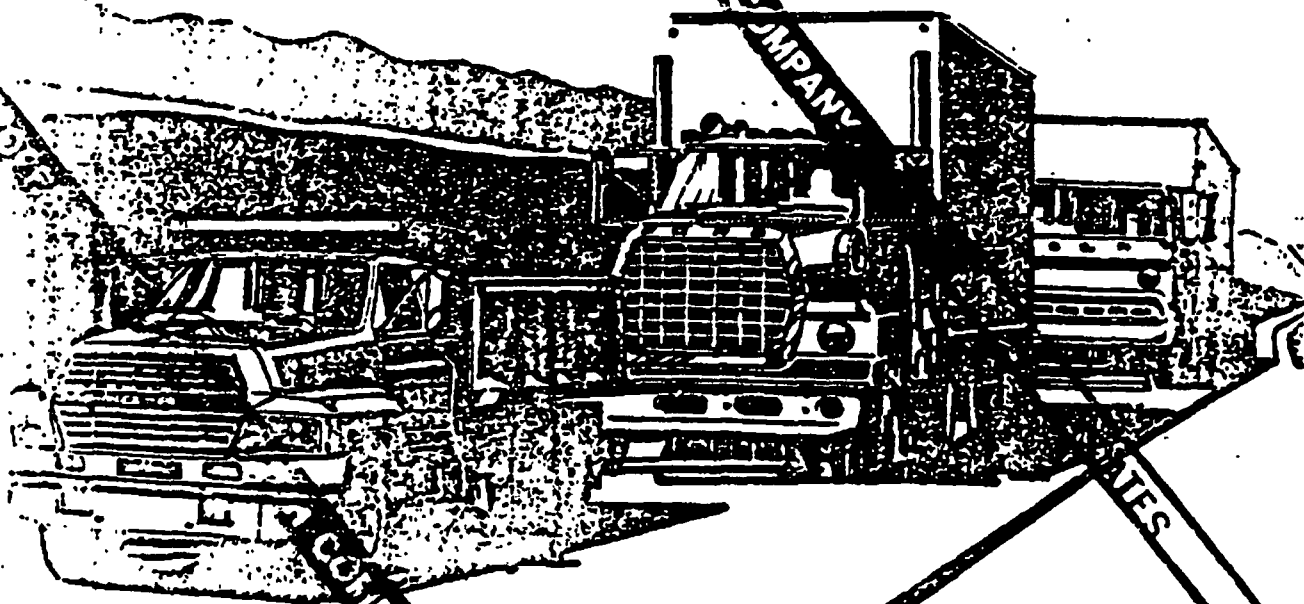
1981 Medium/ Heavy Truck SHOP MANUAL BODY CHASSIS ELECTRICAL

PLAINTIFF'S
EXHIBIT
WV-05987

F-, B-, C-, L-600 Through 9000 Series (Except CL-9000)



WORLD'S BEST SELLING TRUCK LINE



PLAINTIFF'S
EXHIBIT
WV-05987

COATES

9

V FORD
- 0284

SCF-FORD-3002

If both the bore and face alignment are out of limits, shim between the flywheel housing and engine to bring the face alignment within limits. Check the bore alignment.

If the bore alignment is out of limits and face alignment is within limits, shim the flywheel housing to the limit of face misalignment and check the bore alignment. If it is not within limits, replace the housing.

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.

Inspect the release bearing as follows:

1. Hold the bearings, hub and back plate and rotate the outer race while applying pressure. If the bearing rotation is rough, replace the bearing.
2. Inspect/remove any surface scoring or burns that may affect the sliding motion of the release bearing on the transmission input shaft retainer. Any scoring or burns should be polished off with fine grade emery paper.
3. Inspect release bearing spring clips on clutch release lever for a snug fit. Replace the bearing only if both spring clips do not provide a snug fit.

Prior to re-installation, lubricate for release bearing operation with lithium base grease (SA-M1C75-B or equivalent), at the following points:

1. Fill annular groove of release bearing.
2. Thin coat on inside diameter of release bearing.
3. Release bearing retention clips and fingers of clutch release lever.
4. Fulcrum point of clutch release lever.

Failure situations for release bearing operation:

1. Too little clutch pedal free play may allow contact of clutch fingers on bearing and thus resulting in a continuous running bearing.
2. "Lifting the clutch pedal" has the same effect as above.

Misalignment of clutch release lever.

Misalignment between engine and the transmission. This condition will exhibit symptoms as transmission jumping out of gear, driveshaft vibration, excessive idling time resulting in gear clash, and clutch chatter or shudder.

PRESSURE PLATE AND COVER

Depress the pressure plate fingers fully, apply the lubricant, and move the fingers up and down until

the lubricant is worked in. Do not apply excessive lubricant. The Belleville design pressure plate assembly does not require lubrication.

Inspect the surface of the pressure plate for burn marks, scores, flatness or ridges (Fig. 6). 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 binding. 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 seals or loose or unsealed flywheel attaching bolts will allow engine oil to flow onto the disc facings.

Inspect the clutch disc for worn or loose facings (Fig. 6). Check the disc for warpage and for loose rivets at the hub. Check for broken springs. Springs loose enough to rattle will not cause noise when the vehicle is operating.

Replace the disc if any of these conditions are present. When installing a new disc, be careful upon handling as not to drop it or contaminate it with oil or grease.

PILOT BEARING (BALL TYPE)

Check the fit and rotation of the clutch pilot bearing in the bore of the crankshaft. Replace the bearing if worn or damaged.

Inspect the pilot bearing for roughness, evidence of overheating or loss of lubrication. Replace if any of these conditions are found.

Coat the pilot bearing bore in the crankshaft with a small quantity of lithium base grease with CIAZ-1990-B (SA-M1C75-B) or equivalent. Avoid using too much lubricant because it may be thrown onto the clutch disc when the clutch revolves. Install the bearing with the shielded side of the bearing toward the clutch.