

SERVICE BULLETIN

#123
Supplement to #24

CAB SERVICE & PARTS CORPORATION

ESIA
Supplement to #24
SUBSIDIARY OF
CHECKER MOTORS
CORPORATION

NEW YORK * BROOKLINE
CHICAGO * DETROIT

ILLUSTRATION FOR PEDAL AND LINKAGE ADJUSTMENT
August 4, 1959

Subject: CLUTCH ASSEMBLY

Description: PEDAL AND LINKAGE ADJUSTMENT

The following service adjustments to the clutch and shift linkage assembly are recommended in order to reduce the possibility of abnormal transmission gear clash when shifting into low gear. It is also suggested that the procedure of adjustments, as listed, are completed on a regular P.M. Service schedule:

1. Place shift lever into neutral position and start engine.
2. Jack up front end of car and install trestles under Chassis frame.
3. With engine running at idle speed, lengthen clutch T/O adjusting rod until T/O bearing contacts clutch pressure plate fingers and turns with clutch. (T/O bearing can be seen through clutch pan inspection hole.)
4. While T/O bearing is turning, shorten T/O adjustment rod, until bearing is slightly free of contact with pressure plate and bearing stops turning.
5. Retighten adjusting rod lock nut, remove trestles and lower car.
6. Remove clutch pedal rubber pad.
7. Using a stillson wrench or similar tool, carefully bend upward, the pedal pad plate until inclination of pedal plate is same as toe board, when clutch pedal is depressed to floor.
8. Replace pedal rubber pad.

DEPARTMENT
The above adjustments will allow from $\frac{1}{2}$ " to 1" of clutch pedal free-play, and, with repositioning of pedal plate, clutch disengagement is improved.

(See illustration on reverse side)

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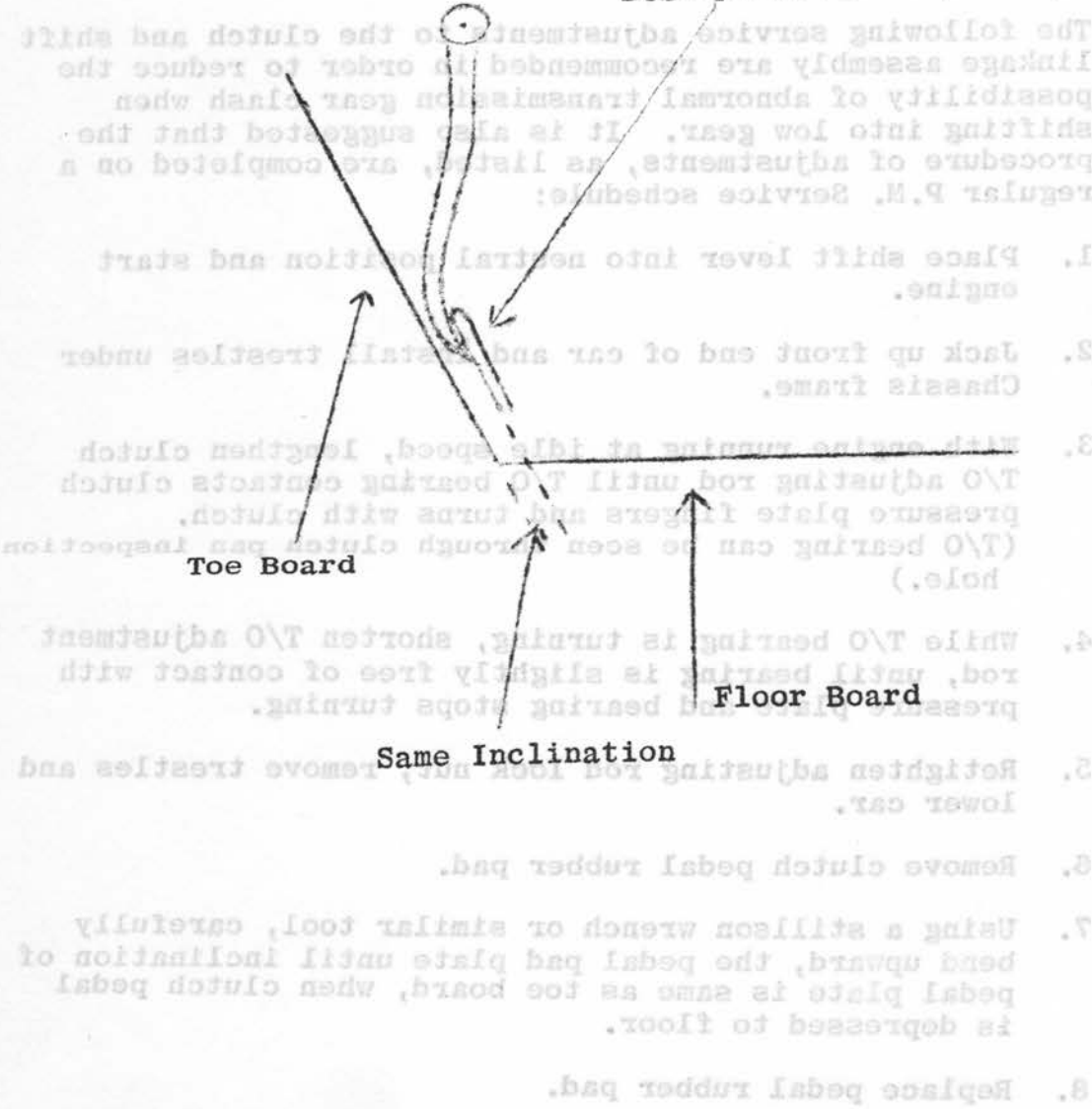
CHECKER MOTOR
CORPORATION

ILLUSTRATION FOR PEDAL AND LINKAGE ADJUSTMENT

August 4, 1959

Subject: CLUTCH ASSEMBLY

Description: PEDAL AND LINKAGE ADJUSTMENT
Bend pedal metal pad "up"



The following service adjustment to the clutch and shift linkage assembly are recommended in order to reduce the possibility of abnormal transmission gear clash when shifting into low gear. It is also suggested that the procedure of adjustments, as listed, are completed on a regular P.M. Service schedule:

1. Place shift lever into neutral position and start engine.
2. Jack up front end of car and install trestles under Chassis frame.
3. With engine running at idle speed, loosen clutch T/O adjusting rod until T/O bearing contacts clutch pressure plate fingers and turns with clutch. (T/O bearing can be seen through clutch inspection hole.)
4. While T/O bearing is turning, shorten T/O adjustment rod, until bearing is slightly free of contact with pressure plate fingers and bearing stops turning.
5. Retighten adjusting rod lock nut, remove trestles and lower car.
6. Remove clutch pedal rubber pad.
7. Using a stiffen wrench or similar tool, carefully bend upward, the pedal pad plate until inclination of pedal plate is same as toe board, when clutch pedal is depressed to floor.
8. Replace pedal rubber pad.

BY: NEW YORK SERVICE DEPARTMENT

(See illustration on reverse side)