SERVICE BULLETIN

CAB SERVICE & PARTS CORPORATION #55

NEW YORK * BROOKLINE
CHICAGO * DETROIT

SUBSIDIARY OF
CHECKER MOTORS
CORPORATION

January 1, 1959

Subject: TRANSMISSION - MODEL A-9

Description: SERVICING OF THE CLUTCH

The clutch is a single plate dry disc type, no adjustment for wear being provided in the clutch itself, as in some other types of clutches. An individual adjustment is provided for locating each lever in manufacturing, but the adjusting nut is locked in place and should never be disturbed, unless the clutch is dismantled for replacement of parts.

When the clutch pedal is depressed, the release bearing is moved toward the flywheel and contacts the inner ends of the release levers, 5A (Fig. 1). Each release lever is pivoted on a floating pin, which remains stationary in the lever and rolls across a short flat portion of the enlarged hole in the eyebolt, 5C (Fig. 2 & 3). The outer end of each release lever engages the pressure plate lug by means of a strut, 5E, which provides knife edge contact between the outer end of the lever and the lug. The outer ends of the eyebolts extend through holes in the stamped cover, 9 (Fig. 1), and are fitted with adjusting nuts to correctly position the levers.

ADJUSTMENT OF CLUTCH PEDAL

Facing wear decreases toe board clearance of the clutch pedal, and this must be restored by adjusting the pedal to prevent slipping.

Shift the pedal down away from toe board until clearance or free movement is 1" to 1½". The pedal pad should come in contact with toe board when pedal is pressed down. If it does not move that far, making it necessary to spring pedal to make pad touch toe board, shift pedal down a little more.

continued. . . . .

ADJUSTMENT OF CLUTCH PEDAL (continued)

Press pedal down and note distance release bearing travels after it comes in contact with release levers. To obtain a clean release, the levers should be pushed toward the flywheel 7/16".

If it does not travel that distance, shift pedal up, bearing in mind that pedal pad must touch toe board as above. No other adjustment is necessary. Do NOT turn the adjusting nuts, 5C, as that will throw pressure plate out of position and cause clutch to chatter.

SERVICING CLUTCH

Before removing clutch from flywheel, mark with a punch the flywheel, clutch cover and one pressure plate lug, so that these parts may be assembled in their same relative positions, as they were balanced as an assembly. Loosen the holding screws a turn or two at a time in rotation to avoid bending rim of cover. When removing driven plate be sure to mark flywheel side.

DISMANTLING CLUTCH

Place the cover assembly on the bed of an arbor or drill press with a block under the pressure plate so arranged that the cover is left free to move down. Place a block or bar across the top of the cover under the spindle, (Fig. 4). Compress the cover with the spindle and hold compressed while the adjusting nuts are removed with a wrench, then slowly release pressure to prevent springs flying out.

Lift off cover and all parts will be available for inspection. Note carefully the location of all parts, including arrangement of the springs (see Fig. 5). To remove levers, grasp lever and eyebolt between thumb and fingers, as shown in Fig. 6, so that inner end of lever and upper end of eyebolt are close together, keeping eyebolt pin seated in its socket in lever. Lift strut over ridge on end of lever (Fig. 7). Lift lever and eyebolt off pressure plate. It is important to replace all parts which show wear.

continued. . . . .

TO REASSEMBLE CLUTCH

Lay the pressure plate on the block in the press (see Fig. 8), and coat the lugs with a thin film of approved lubricant as shown.

TO REASSEMBLE LEVERS

Assemble lever, eyebolt and pin, holding eyebolt and lever as close together as possible and with other hand grasp strut as shown in Fig. 9. Insert strut, 5E, in the slots in the pressure plate lug, drop slightly and tilt the lower edge until it touches vertical milled surface of lug. Insert lower end of eyebolt in hole in pressure plate. The short end of the lever will then be under the hook of the pressure plate and near the strut (Fig. 7). Slide the strut upward in the slots of the lug, lifting it over the ridge on the short end of the lever and drop it into the groove in the lever (Fig. 6).

Assemble the pressure springs, 7, on the small bosses of the pressure plate.

Assemble anti-rattle springs, 5B, in cover as shown in Fig. 10. The spring to the left is in operating position.

Lower the cover on top of the assembled parts (Fig. 11), being sure that the anti-rattle springs are in correct position and also that the punch marks made before dismantling are matched to insure retaining the original balance.

Place a bar across the cover, as shown in Fig. 4, and slowly compress, guiding the holes in the cover over the pressure plate lugs and all springs into their spring seats in the cover. Assemble adjusting nuts on the eyebolts and screw them down until their tops are flush with the tops of the eyebolts. Slowly release pressure of the spindle and remove cover assembly from press.

continued. . . . .

ADJUSTING LEVERS

To adjust levers, it is necessary to use a BORG & BECK gauge plate (Fig. 12) on the flywheel in the car or on a spare flywheel at the bench. Gauge plate #4234 is required.

PLACING GAUGE PLATE

Place the gauge plate on the flywheel in the position normally occupied by the driven plate, as shown in Fig. 13. Bolt cover on flywheel with the gauge plate centered, and with the three flat machined lands placed directly under the levers.

Each lever must be depressed several times with a hammer handle (Fig. 14) to settle all of the parts into working position.

Make a sheet metal lever height gauge like that shown in Fig. 15. In this case, the step should be 3/16" deep, as specified, by approximately $1\frac{1}{4}$" long.

Lay the height gauge across the hub of the gauge plate and the bearing surface of one lever and turn the adjusting nut until the lever is flush with the height gauge. Then adjust the other levers in the same manner.

continued. . . . .

SERVICING OF THE CLUTCH (continued). . . . . Page 5

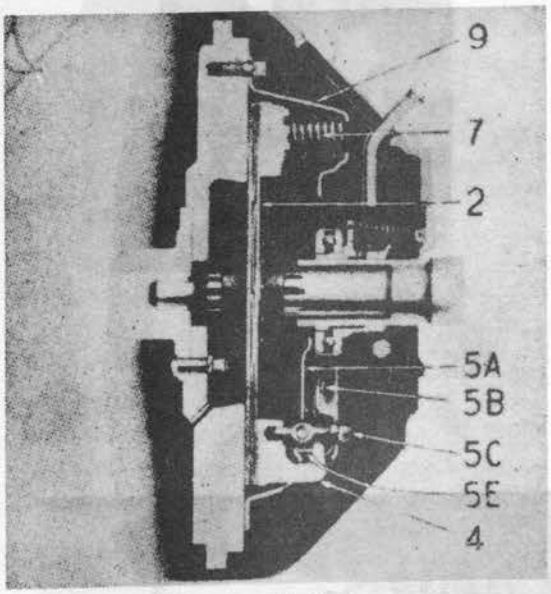

FIG. 1.

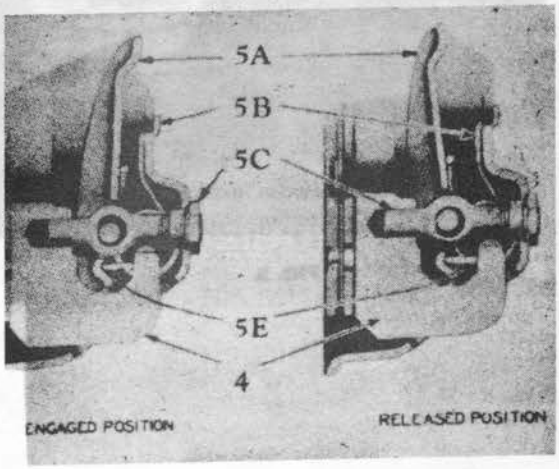

FIG. 2.

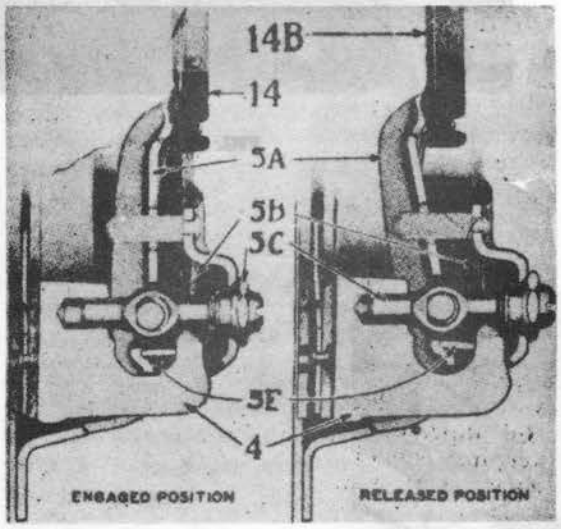

FIG. 3

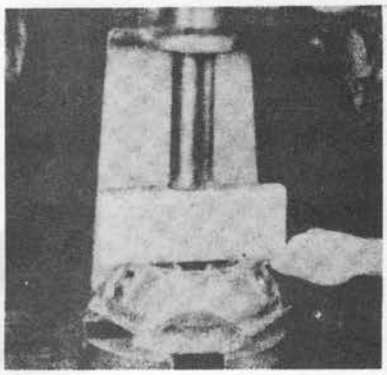

FIG. 4

continued. . . . .

SERVICING OF THE CLUTCH (continued). . . . . Page 6

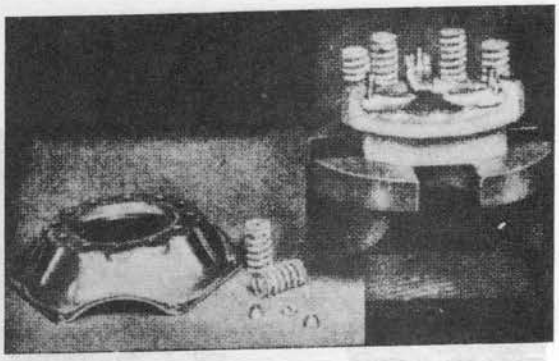

FIG. 5.

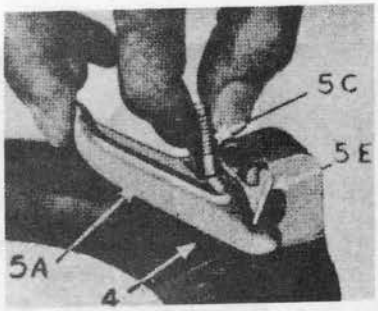

FIG. 6

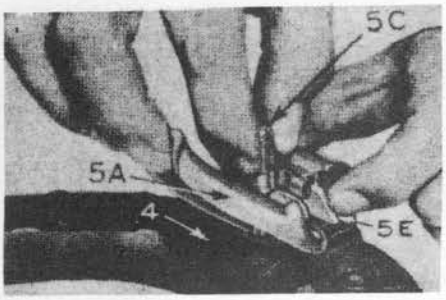

FIG. 7

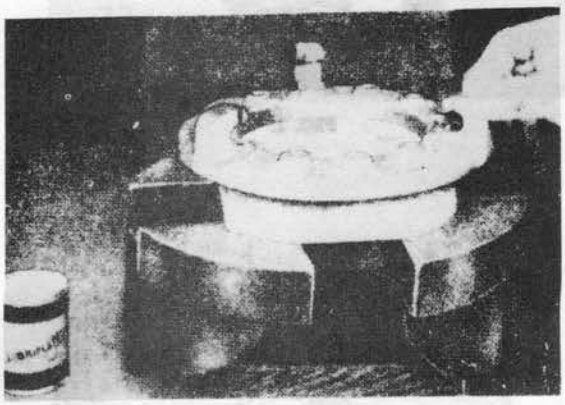

FIG. 8

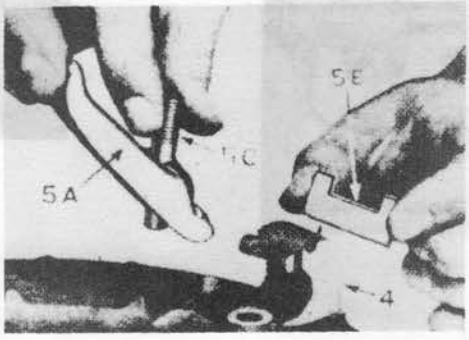

FIG. 9

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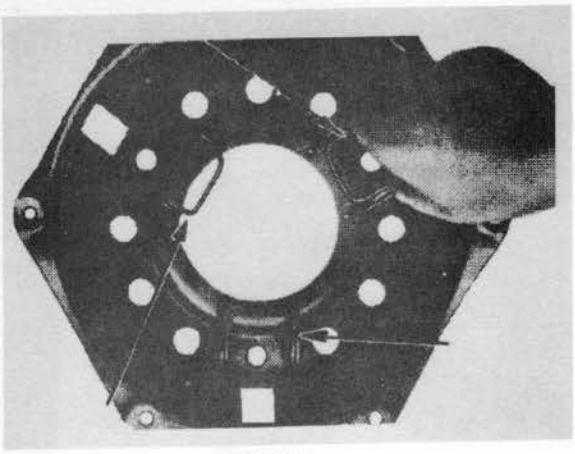

FIG. 10

FIG. 11

FIG. 12

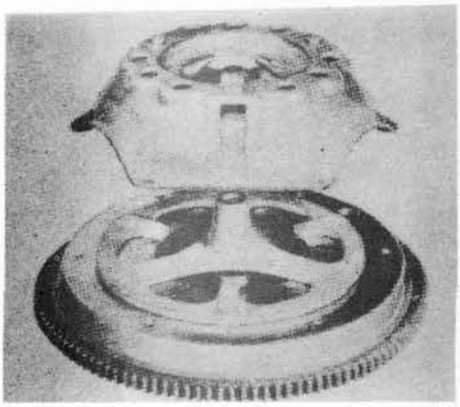

FIG. 13

FIG. 14

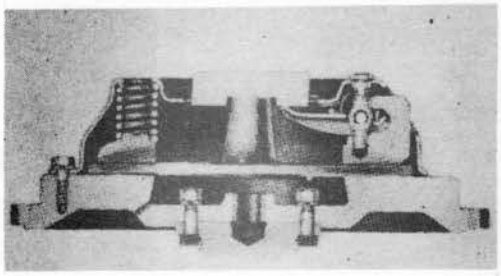

FIG. 15

By: NEW YORK SERVICE DEPARTMENT