

CLUTCH

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CLUTCH

WARNING

WARNING: Exercise care when servicing clutch components. Factory installed clutch discs do not contain asbestos fibers. Dust and dirt on clutch parts may contain asbestos fibers from aftermarket components. Breathing excessive concentrations of these fibers can cause serious bodily harm. Wear a respirator during service and never clean clutch components with compressed air or with a dry brush. Either clean the components with water dampened rags or use a vacuum cleaner specifically designed to remove asbestos fibers and dust. Do not create dust by sanding a clutch discs. Replace the disc if the friction material is damaged. Dispose of all dust and dirt containing asbestos fibers in sealed bags or containers. This will minimize exposure to yourself and to others. Follow all recommended safety practices prescribed by the occupational safety and health administration (OSHA) and the environmental safety agency (EPA), for the handling and disposal of products containing asbestos. Failure to follow these instructions may result in personal injury or death

DIAGNOSIS AND TESTING

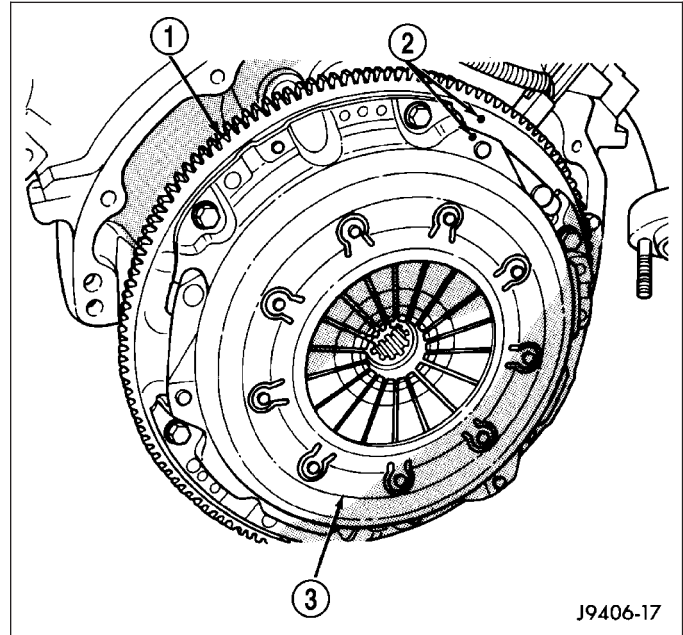
CLUTCH

Road test and inspect components to determine a clutch problem. Road test the vehicle at normal speeds. Shift the transmission through all gear ranges and observe clutch action. If clutch chatters, grabs, slips or does not release

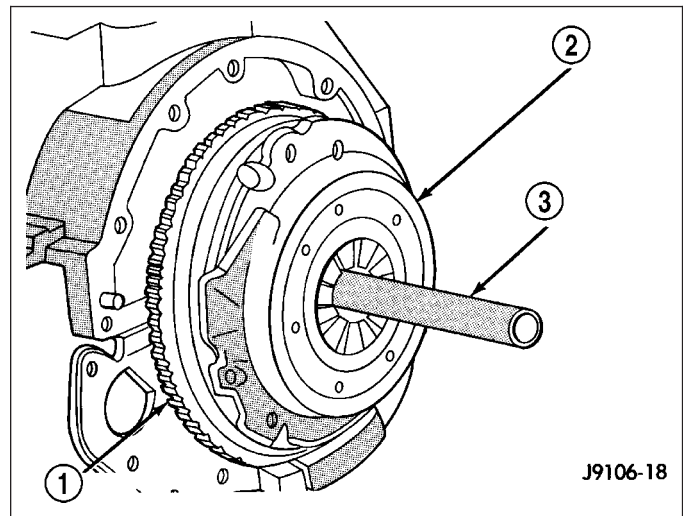
DISC CLUTCH

REMOVAL

1. Support engine with wood block and adjustable jack stand, to prevent strain on engine mounts.
2. Remove transmission and transfer case, if equipped.
3. If pressure plate (3) will be reused, mark (2) the position on flywheel (1) with paint or scribe. Also note location marks on the pressure next to the bolt holes. The mark will be a L or a circle with an X in it.



4. Insert clutch alignment tool (3) through pressure plate (2) and into pilot bushing, to hold disc in place while removing bolts.
5. Loosen pressure plate bolts evenly, a few threads at a time and in a diagonal pattern to prevent warping the plate.
6. Remove bolts completely and remove pressure plate, disc and alignment tool.

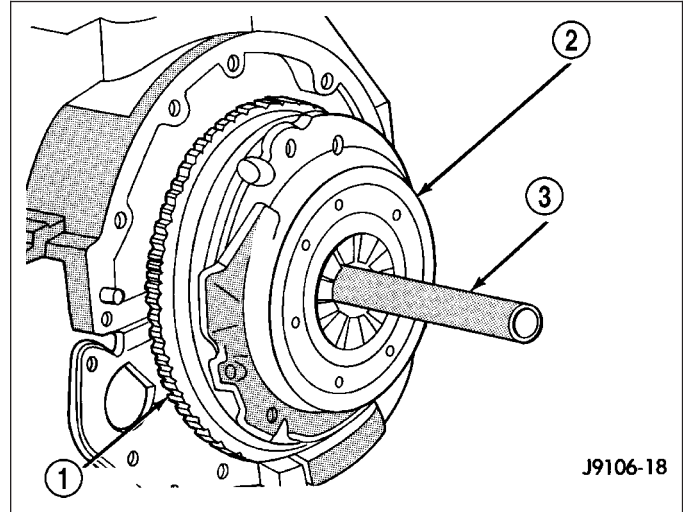


INSTALLATION

CAUTION: Before installing a clutch disc on 5.9L Diesel with Dual Mass Flywheel and self-adjusting pressure plate, the pressure plate must be reset. Failure to reset the pressure will result in damage to the clutch disc.

1. Check runout and free operation of new clutch disc.
2. Lubricate crankshaft pilot bearing with a NLGI - 2 rated grease.
3. Install clutch alignment tool in clutch disc hub with the raised side of hub is facing away from the flywheel.

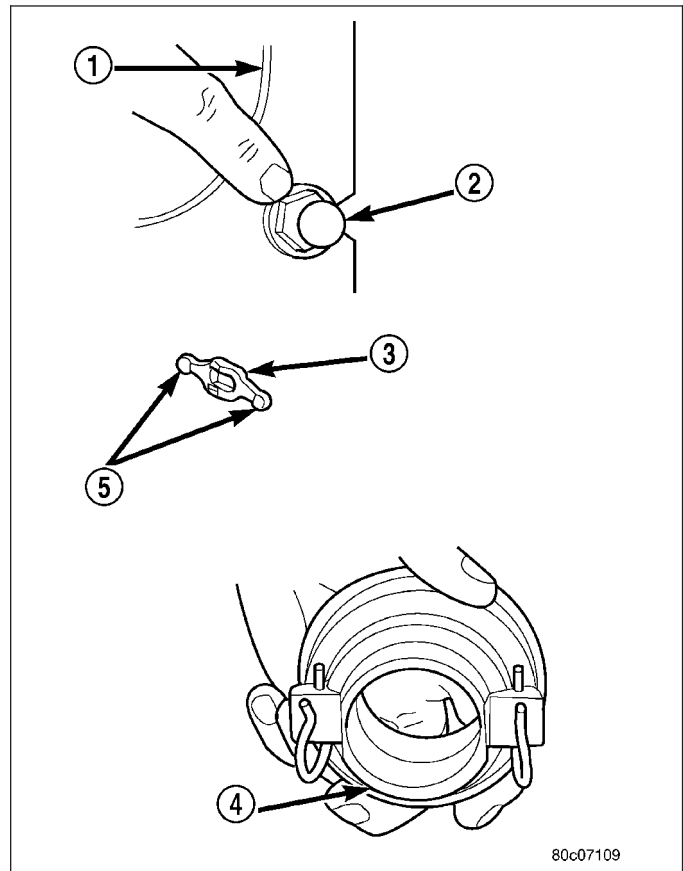
NOTE: Flywheel side is imprinted on the disc face.



4. Install alignment tool (3) in pilot bearing and position disc on the flywheel (1).
5. Position pressure plate over disc (2) and onto the flywheel.
6. Align and hold pressure plate in position and install bolts finger tight.
7. Tighten bolts evenly and a few threads at a time in a diagonal pattern.

CAUTION: Bolts must be tightened evenly and to specified torque to avoid warping pressure plate cover.

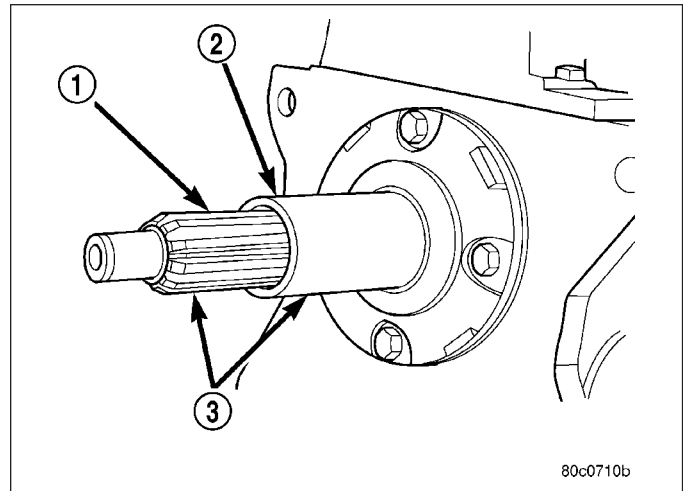
8. Tighten pressure plate bolts to:
 - V6 & V8 Engines - 50 N·m (37 ft. lbs.)
 - V10 & Diesel Engines - 30 N·m (22.5 ft. lbs.)
9. Remove release lever (3) and release bearing from clutch housing (1). Apply Mopar high temperature bearing grease to bore (4) of release bearing, release lever (5) contact surfaces and release lever pivot stud (2).



- Apply light coat of Mopar high temperature bearing grease to splines (3) of transmission input shaft (1) and to release bearing slide surface of the transmission front bearing retainer (2).

CAUTION: Do not over lubricate shaft splines. This can result in grease contamination of the disc.

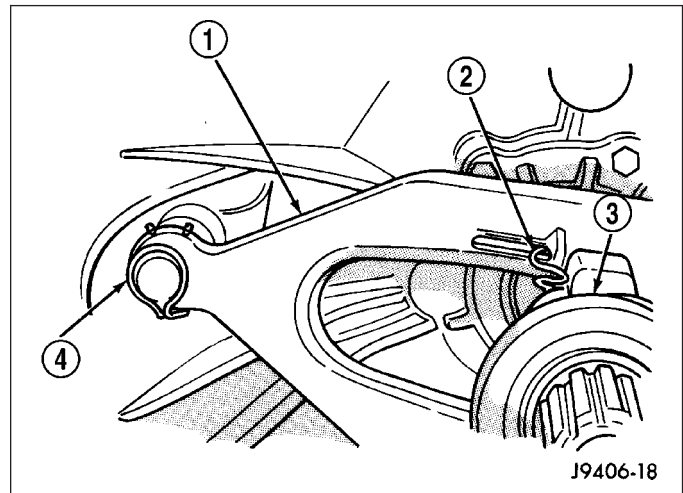
- Wipe pilot bearing surface clean.



- Install release lever and bearing in clutch housing. Verify spring clip (2) that retain lever on pivot ball (4) and release bearing (3) clips (1) on lever (1) are installed properly.

NOTE: If release lever is installed correctly, the lever part number will be toward the bottom of the transmission and right side up. There is also a stamped "I" in the lever which goes to the pivot ball side of the transmission.

- Install transmission and transfer case if equipped.
- Check fluid level in clutch master cylinder.

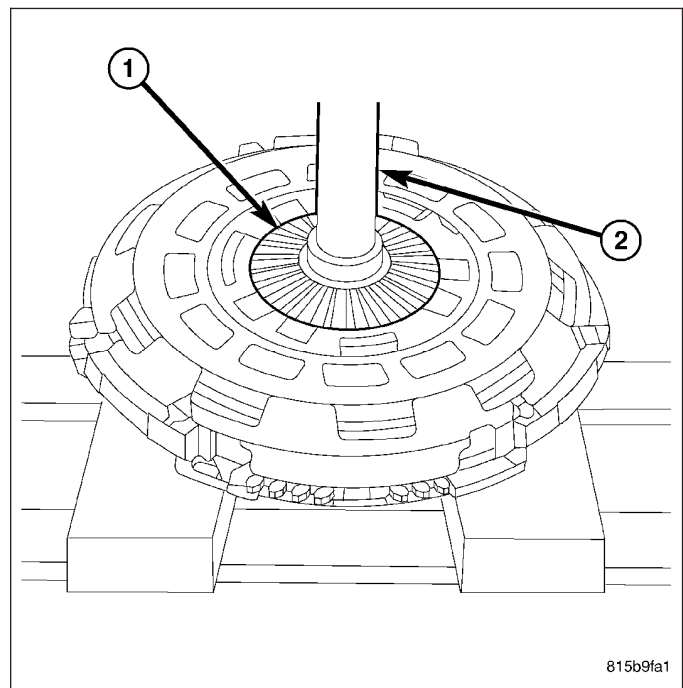


ADJUSTMENTS

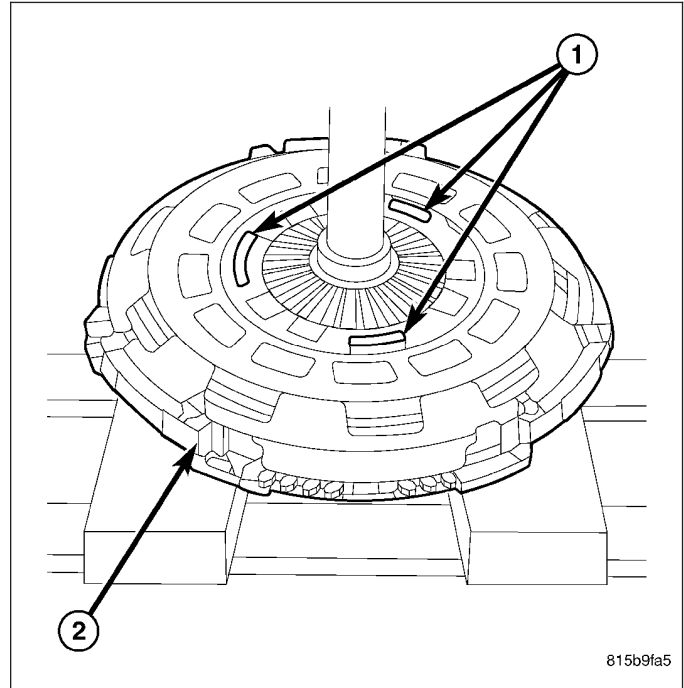
ADJUSTMENT

NOTE: Perform the following procedure, when replacing only the clutch disc on 5.9L Diesel with Dual Mass Flywheel and self-adjusting pressure plate. The pressure plate must be reset before installing a new disc.

- Place pressure plate with disc on a press.
- Center press ram (2) on the pressure plate diaphragm spring fingers (1).
- Compress the diaphragm spring fingers (1), until tension is released from the stepped adjusting ring.



- Place two screwdrivers against two of the three stepped adjusting ring (1) tension spring stops, just ahead of the adjusting ring tension springs on the pressure plate (2).



- Rotate stepped adjusting ring (1) on the pressure plate (2) counterclockwise until adjusting ring steps are adjusted out fully. Then hold adjusting ring while releasing the press pressure.
- Remove the screwdrivers. The pressure plate is now adjusted for a new clutch disc.

