

# SERVICE BULLETIN

CAB SERVICE & PARTS CORPORATION

SUBSIDIARY OF  
CHECKER MOTORS  
CORPORATION

NEW YORK \* BROOKLINE  
CHICAGO \* DETROIT

#24

January 1, 1959

Subject: CLUTCH ASSEMBLY

Description: CLUTCH THROWOUT LINKAGE ADJUSTMENT

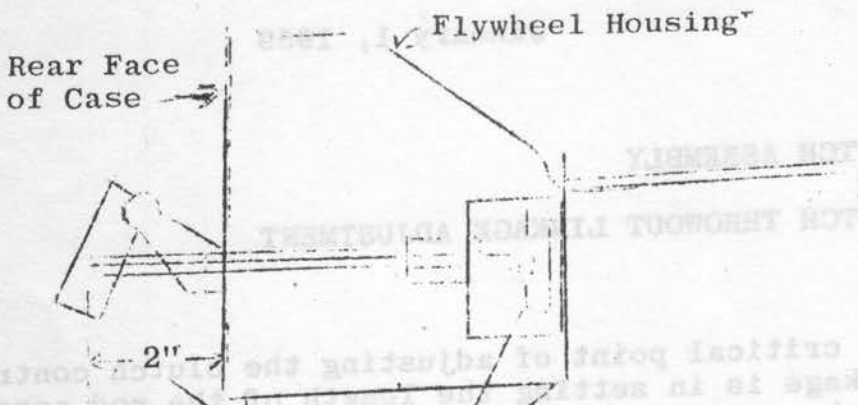
The critical point of adjusting the clutch control linkage is in setting the length of the rod assembly which connects the yoke and bell-crank. This rod, when adjusted properly, is long enough to push the throwout bearing against the clutch fingers and maintain a position for the inner lever of the bell-crank, such as shown in Figure #1.

After establishing the length of rod at the throwout yoke, the pedal operating range may be established by checking for a minimum distance from the fully depressed position (on the mat) to stop position (all the way up) of 6" at the center of the pedal pad as shown in Figure #2. To increase the pedal operating range, move the stop screw shown in the figure. Do not try to use less than 6" of travel in any case.

The next adjustment is for the free pedal. By removing the pin at the pedal lever clevis and adjusting the length of the rod to the desirable 1-3/8" free pedal, the operating linkage adjustment is completed. The only remaining item is the over-center spring, which is not adjustable, but should be checked for proper installation. First see if all the parts are assembled (not unhooked) and then take up all the thread available on the spring anchor bolt. The threaded length of this bolt is for assembly purposes only.

continued. . . . .

CLUTCH THROWOUT LINKAGE ADJUSTMENT (continued). . . . . Page 2



Lever to be in this position when yoke is just contacting clutch fingers

FIGURE #1

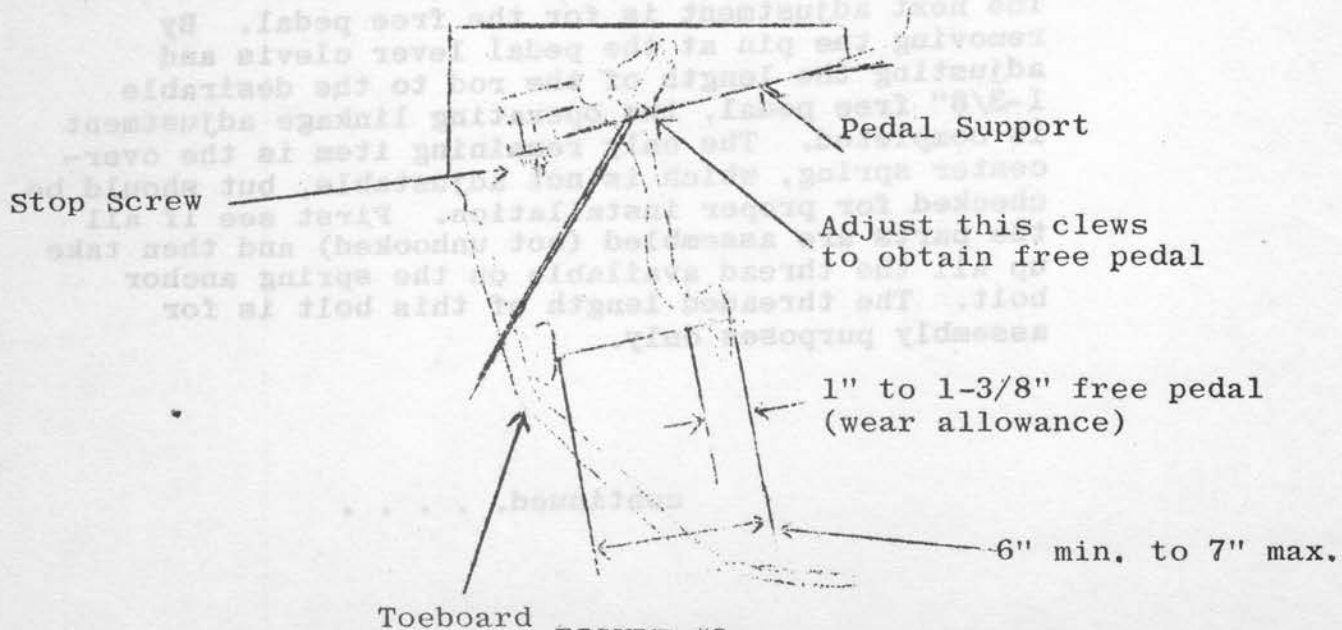


FIGURE #2

By: NEW YORK SERVICE DEPARTMENT