

Technical Service Bulletin

DATE December 5, 1967
NUMBER 67DT-47 MODEL ALL HEAVY DUTY DIESEL UNITS
GROUP CLUTCH SUBJECT CLUTCH ASSISTOR REPAIR
SUMMARY RELEASE OF A NEW CLUTCH ASSISTOR REPAIR KIT.

A clutch assistor repair kit (P/N 3004672), which contains the necessary parts and instructions to repair the production clutch assistor assembly (P/N 2237649), has been released for service and is now available through the Parts Division.

Past experience indicates that prolonged storage (six months or more) will increase the possibility of internal corrosion. Early clutch assistor failure could result. If you have units stored for this length of time, the repair kit should be installed before releasing the truck to the customer.

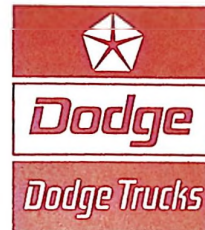
NOTE: The repair kit does not include the leather seal for the air cylinder as this normally does not require replacement. If you encounter a need for this seal, it is available as a separate service part. (P/N 2235169)

Flat Rate: 1.6 hours when performed under warranty.

Policy: Information only.

R. H. KLINE
Manager - Service
DODGE DIVISION

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Technical Service Bulletin

DATE December 5, 1967

NUMBER 67DT-48 MODEL D400,500,600, W300,500, C500 & L600.

GROUP CLUTCH SUBJECT 13" CLUTCH CONVERSION-MEDIUM DUTY TRUCKS

SUMMARY PARTS REQUIRED TO CONVERT 12" TO 13" CLUTCH ON SUBJECT MODEL TRUCKS.

Effective with 1968 model medium duty trucks equipped with 318-3 cubic inch engines, a thirteen inch clutch has been introduced as extra equipment. To convert older trucks from a twelve inch clutch to a thirteen inch clutch, the following parts will be required:

<u>Part No.</u>	<u>Quantity</u>	<u>Description</u>	<u>Stock Class Code</u>
2515967	1	Assy. - Flywheel & Ring Gear	"D" 1
2515965	1	Housing - Clutch	"D" 1
186285	5	Screw - Clutch Housing	"D" 7
1669326	1	Assy. - Clutch Cover & Pressure Plate	"M" 2
2515966	1	Pan - Clutch Housing	"D" 1
2513719	1	Assy. - Clutch Driving Disc.	"T" 1
2515969	1	End - Clutch Release Fork	"D" 1

Refer to the proper service manual for installation of the clutch.

Policy: Information only.

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Technical Service Bulletin

DATE December 5, 1967

NUMBER 67DT-49 MODEL L600 & L700

GROUP CLUTCH SUBJECT INADEQUATE CLUTCH RELEASE & LINKAGE SQUEAK

SUMMARY CLUTCH SERVICE PROCEDURE

If you encounter complaints of insufficient clutch release, squeak in clutch linkage and gear clashing on some early production 1967 L600 and L700 Model trucks (units built before Serial Number XXX1-750000), the following procedure should be used to correct these complaints.

A - CHECK FOR CORRECT CLUTCH PEDAL TRAVEL:

Measure clutch pedal travel from fully depressed to fully extended position. Travel should be 8-1/2 inches. Travel can be measured by holding a pencil across the pedal pad. Place a piece of still paper along side the pedal pad so it touches the pencil point and depress the pedal. Measure across the end points of the arc that was scribed on the paper. This is the measured clutch pedal travel. If travel is not 8-1/2 inches perform the following.

1. Check the clutch pedal arm and if it is bent it should be removed and straightened.
2. The pedal stop screw can be adjusted to provide 8-1/2 inches of pedal travel.

B - CHECK CLUTCH PEDAL RETURN ACTION:

If pedal does not return to fully extended position or if the pedal arm scrapes or rubs against the floor seal, perform the following:

1. Enlarge the floor panel openings from 1-1/2 inches diameter to 1-7/8 inches diameter.

Fabricate seals from rubber stock of approximately the same thickness as the old seal. Enlarge hole in original retainer to 1-7/8 inches diameter.

(Over)

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- 2. On units built before Serial Number XXX1-780000, remove approximately four to five coils from the clutch pedal return spring.

C - ADJUST CLUTCH PEDAL FREE TRAVEL

Adjust the clutch fork push rod to obtain 5/64 inches to 3/16 inches lash between fork and push rod.

D - CHECK LINKAGE AND CLUTCH FOR SQUEAKS:


The following procedure should be used to correct squeaks when the clutch pedal is operated:

- 1. Determine location of squeak by listening to linkage while clutch pedal is being depressed.
- 2. If squeak is at pedal pivot shaft, apply lubricant to both grease fittings on the shaft retainer. Also remove the clutch control rod from lever on pedal pivot shaft, lubricate and reinstall.
- 3. If squeak is at the torque shaft, drill 11/32" hole through top of shaft, 3-1/2 inches from left end. Tap hole with 1/8" pipe tap and install 1/8" pipe zerk grease fitting. Fill the torque shaft with grease from a low pressure grease gun.
- 4. If squeak is inside the clutch housing, lubricate the drive lugs of the clutch pressure plate, very lightly with lubriplate.

Flat rate time allowance for the above service operations is as follows:

Pedal travel, return and lash (Item A BC) - - - - -	1.5 hr.
Squeaky linkage (Item D) - - - - -	1.0 hr.
Clutch drive lug lubrication (Item D4) - - - - -	1.0 hr.

Policy: Information only.



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