

SERVICE BULLETIN

TO ALL DISTRIBUTORS AND DEALERS:

As a more positive means of correcting the erratic clutch pedal operation described in Service Bulletin No. 284 this bulletin provides a means of adding a lubrication fitting to the end of the clutch cross shaft at the left hand frame side rail, so the clutch cross shaft and clutch cross shaft bushing may be pressure lubricated.

The following part is necessary to make the lubrication fitting installation and must be ordered from your Parts Distributor:

Part No.	Description	Quantity
213176	Lubrication fitting	1

INSTRUCTIONS

1. CLUTCH CROSS SHAFT REMOVAL

- Lift the floor mat away from the clutch pedal and remove the upper and lower floor plates.
- Disconnect the clutch return spring at the clutch pedal and/or the clutch cross shaft bell-crank.
- Remove the bolt attaching the clutch pedal to the clutch cross shaft and remove the pedal.
- Remove the clutch pedal adjusting rod.
- Remove the two cap screws and lockwashers that attach the clutch cross shaft support bracket to the transmission and remove the bracket.
- Remove the clutch cross shaft from the clutch cross shaft bushing on the frame side rail.

2. LUBRICATION FITTING INSTALLATION

- Center punch the end of the clutch cross shaft on which the clutch pedal is installed.
- Drill a 3/16" hole 1-13/16" into the end of the clutch cross shaft (see No. 1 Fig. 1).
- Counterbore a 5/16" hole 1/4" deep. (See No. 2 Fig. 1).
- Chamfer the counterbore .03" deep at a 45° angle. (See No. 3 Fig. 1).
- Locate and center punch a point on the shaft 1 11/16" from the frame side rail and end of the clutch cross shaft and drill a 1/8" hole 1/2" deep, perpendicular to the hole drilled into the end of the shaft. (See No. 4 Fig. 1).

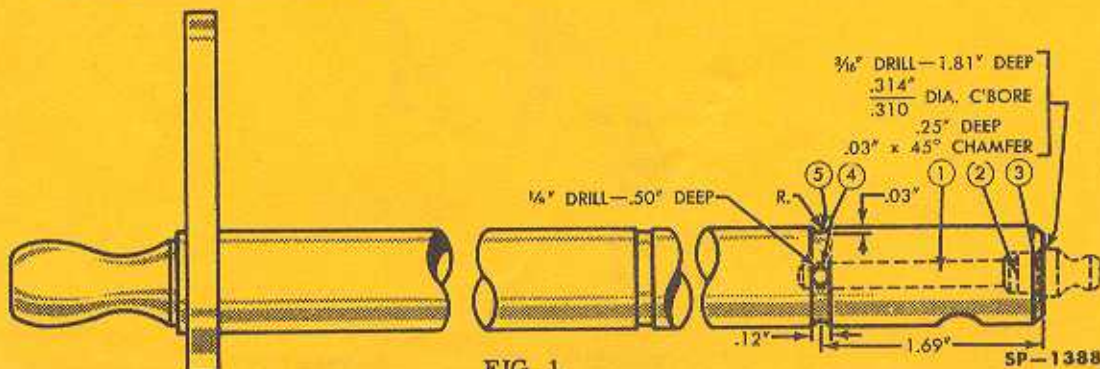


FIG. 1.

(OVER)

No. 300

AUG. 7, 1951

CLUTCH

CLUTCH CROSS
SHAFT
MODIFICATION

MODELS

HENRY J

K-513 K-514

AUG. 7, 1951

CLUTCH

CLUTCH CROSS
SHAFT
MODIFICATION

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- f. By using a round file, or turning in a lathe, make a groove with a radius $1/8''$ wide and $.03''$ deep all the way around the cross shaft at the point where the $1/8''$ hole was drilled. (See No. 5 Fig. 1).
- g. Press the lubrication fitting into the counterbore.
- h. On the earlier models, where the clutch pedal is adjustable on the clutch cross shaft for the purpose of eliminating cross shaft end play or rattle, the clutch pedal will have to be bent as shown in Fig. 2 to provide clearance between the clutch pedal return spring and the lubrication fitting.

3. CLUTCH CROSS SHAFT INSTALLATION

- a. Install the clutch cross shaft through the clutch cross shaft bushing in the frame side rail. On late vehicles make sure the snap ring and anti-rattle spring have been assembled on the shaft before it is positioned in the bushing.
- b. Lubricate the clutch cross shaft support bracket.
- c. Slip the cross shaft support bracket onto the ball end of the clutch cross shaft and attach the bracket to the transmission with the proper cap screws and lockwashers.
- d. Install the clutch pedal on the clutch cross shaft and tighten the retaining bolt. On late vehicles the retaining bolt slot in the clutch cross shaft properly positions the pedal; however, on earlier vehicles the slot is wider than the retaining bolt and the pedal can be adjusted in or out on the shaft to take up clutch cross shaft end play. On early vehicles, before the retaining bolt is tightened, the pedal must be pushed on the shaft as far as possible so that the cross shaft snap ring is pulled tightly against the cross shaft bushing on the inside of the left frame side rail.
- e. Install the clutch pedal adjusting rod.
- f. Adjust the clutch linkage as directed on page 24 of the Henry J Advance Service Information Manual.
- g. Install the upper and lower floor plates and the floor mat.

If the vehicle did not have two clutch return springs, it is advisable to install a return spring from the cross shaft bellcrank to the hand brake equalizing lever clevis pin, as well as from the clutch pedal to the left frame side rail.

POLICY - Inasmuch as the described operation is considered a product improvement no factory participation in the expense of making this improvement will be allowed.

J. W. Alexander
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General Service Manager

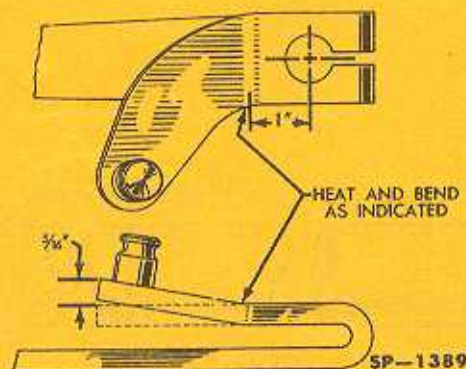


FIG. 2.