

IMPORTANT

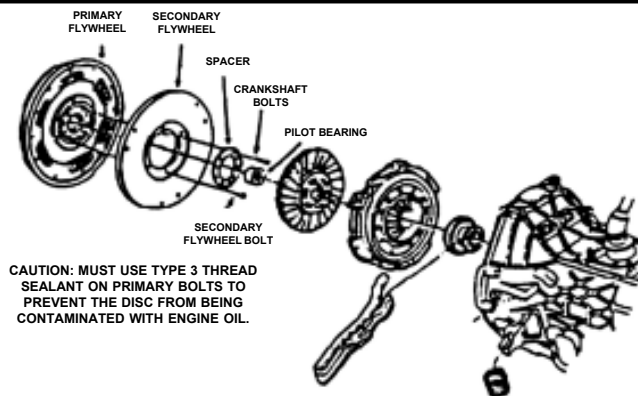
7.3L FORD DIESEL TRUCK FROM 5/87-1994

CAUTION

CLUTCH SLIPPAGE MAY OCCUR OR BE DIAGNOSED AS SUCH, HOWEVER, THE FLYWHEEL MAY BE THE CAUSE. THE FLYWHEEL MAY SLIP DUE TO DAMAGE CAUSED BY THE TORQUE SPIKES FROM MISUSE/ABUSE OR WHEN ENGINE OIL SEEPS PAST THE CRANKSHAFT BOLT THREADS, CONTAMINATING THE FRICTION MATERIAL BETWEEN THE PRIMARY AND SECONDARY SECTION OF THE FLYWHEEL. REMOVE THE BOLTS AND SEPARATE THE PRIMARY AND SECONDARY SECTION OF THE FLYWHEEL. INSPECT THE DAMPER SPRINGS, STOPS, SPRING POCKETS AND FRICTION MATERIAL FOR SIGNS OF FATIGUE OR WEAR. IF ANY OF THESE SIGNS ARE PRESENT, THE FLYWHEEL SHOULD BE REPLACED. IF THE FLYWHEEL APPEARS TO BE IN GOOD CONDITION, HAVE THE SECONDARY SECTION OF THE FLYWHEEL SURFACED. REASSEMBLE THE FLYWHEEL PER MANUFACTURES SPECIFICATIONS (REFER TO SERVICE MANUAL FOR PROPER PROCEDURE) INSTALL THE FLYWHEEL BOLTS WITH PERMATEX #3 OR EQUIVALENT THREAD SEALANT APPLIED TO THE THREADS PRIOR TO REINSTALLING THE FLYWHEEL OR WHEN INSTALLING A NEW FLYWHEEL.

*** CAUTION***

THE TRANSMISSION INPUT SHAFT BEARING RETAINER COLLAR MUST BE FREE OF WEAR, GALLING OR GROOVES. IF THE COLLAR IS NOT IN GOOD CONDITION, IT MUST BE REPLACED. A WORN RETAINER COLLAR CAN CAUSE THE CLUTCH TO HAVE AN ERRATIC ENGAGEMENT AND HIGH PEDAL EFFORT.



"NOTE" Centerforce tip sheets are for general reference only. Please refer to your owners manual for vehicle specifications.

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