

Clutch Unit and Withdrawal Mechanism

CLUTCH UNIT AND WITHDRAWAL MECHANISM

CLUTCH UNIT – REMOVE AND REFIT

Special Tools

Clutch plate centraliser:

Diesel engines	RG 565
Petrol engines	RG 568

Clutch Unit – To Remove

For vehicles fitted with a 5 speed gearbox, remove gearbox as detailed in Section F220.

For vehicles fitted with a 4 speed gearbox, remove gearbox complete with bell housing, as follows:

Disconnect the battery.

Remove the rear engine cover inside cab.

RB75 Model only. Depressurise the air system.

Remove undertray.

Remove gear change lever assembly.

Disconnect the two lucar connections at reverse light switch.

Remove the top cover, checking that gear lever locating pin is secure.

Match mark and disconnect propeller shaft.

Disconnect centre bearing support.

Displace and support propeller shaft.

Disconnect speedometer drive at gearbox.

Disconnect P.T.O. (if fitted).

RB75 Model only. Disconnect air compressor pipe at union nut L.H. side of gearbox. Remove locknut and hose from gearbox bracket.

Remove two setscrews securing slave cylinder, disconnect from push rod and secure clear of bell housing.

Disconnect exhaust support brackets and silencer.

Support engine under sump.

Remove nuts, engine mounting to cross member.

RB75 Model only. Release electrical cable run from cross member, trace harness along left hand chassis member and disconnect two bullet connections, this should provide sufficient slack to loop and secure harness above gearbox.

Disconnect and remove cross member (two bolts each side accessible from inside cab).

Support the gearbox with a suitable transmission jack.

Remove nuts and washers from bell housing.

Remove gearbox.

Using diagonal selection, release the setscrews and washers securing the clutch cover to the flywheel. Withdraw the cover assembly and driven plate from the flywheel.

No further dismantling of the cover assembly is permitted.

Inspection and Overhaul

Examine flywheel, clutch driven plate and pressure plate for oil contamination. If oil is apparent the gearbox and crankshaft oil seals should be examined and renewed if necessary.

Examine the clutch face of the flywheel for wear. If badly scored the whole surface should be re-ground to restore the smooth finish.

Examine the primary shaft spigot bearing/bush in the flywheel, renew if necessary.

CLUTCH**Clutch Unit and Withdrawal Mechanism**

Apply a light smear of high-melting point grease to the bearing/bush.

Note: Avoid applying too much grease to prevent contaminating the driven plate linings.

Examine the clutch driven plate for wear and condition. Renew if necessary.

Check the driven plate hub splines for wear by placing the hub on the gearbox primary shaft and check the backlash. If backlash is excessive the plate must be renewed. Ensure that the plate will move freely to and fro on the shaft.

Examine the pressure plate surface for scoring or heat cracking. Renew the unit as necessary.

Examine the cover mounting face for damage, check the dowel and mounting holes for wear or elongation. Check the diaphragm spring for damaged fingers, looseness of rivets or fulcrum rings. Renew as necessary.

To Refit

Refitting is a reversal of the removal procedure noting the following:

One driven plate face should be marked "Flywheel side", if no marking is apparent the deeper boss of the hub should be fitted furthest away from the flywheel.

Before tightening the clutch cover securing setscrews, line up the driven plate with the spigot

bearing/bush in the flywheel using the appropriate clutch centraliser special tool.

Do not remove the special tool until the securing setscrews are fully tightened. Tighten the bolts a turn at a time by diagonal selection to ensure that the assembly sits squarely and evenly on the flywheel.

Lightly smear the primary shaft spline with white Kleenomax L.2 grease.

CLUTCH WITHDRAWAL MECHANISM**To Remove**

Remove the gearbox and bell housing as detailed previously.

Remove spring clip from slave cylinder push rod clevis pin, remove clevis pin and push rod.

Remove four Poziscrews and washers securing clamp plate and dust cover to bell housing.

Remove clamp plate and dust cover.

Remove split pin securing fork pivot pin, withdraw pivot pin.

Remove fork, bearing assembly and bearing assembly retaining ring.

DESCRIPTION AND MODIFICATIONS

This may seem a little out of place but I have heard about problems with people stealing work and selling it - for example on eBay.

If you're reading this and you bought this manual anywhere then you have been ripped off.

Please contact me via my email mikejamson@hotmail.com Otherwise I can be found on the dodge50 facebook page, if not then get in contact with Greg and he can pass the message on to me.

I have not done this pdf manual for my own personal gain and wish to see the community of 50 series owners benefit from the information here, and I do not want to see the community get taken advantage of and somebody else gain from it unfairly.

The information in pdf format will hopefully allow more of these wonderful trucks to stay on the road by providing information to everybody.

This has been quite a long and involved process to scan the manual and to convert it into a pdf format. I do apologise as I have used several different scanners and several different computers to do it, so there are no doubt some errors hidden throughout, as well as some editing errors.

I have aimed to balance quality and file size and hope that this balance meets to everybody's approval.

If you see an error please let me know and I will fix it as soon as I can.

Clutch Unit and Withdrawal Mechanism

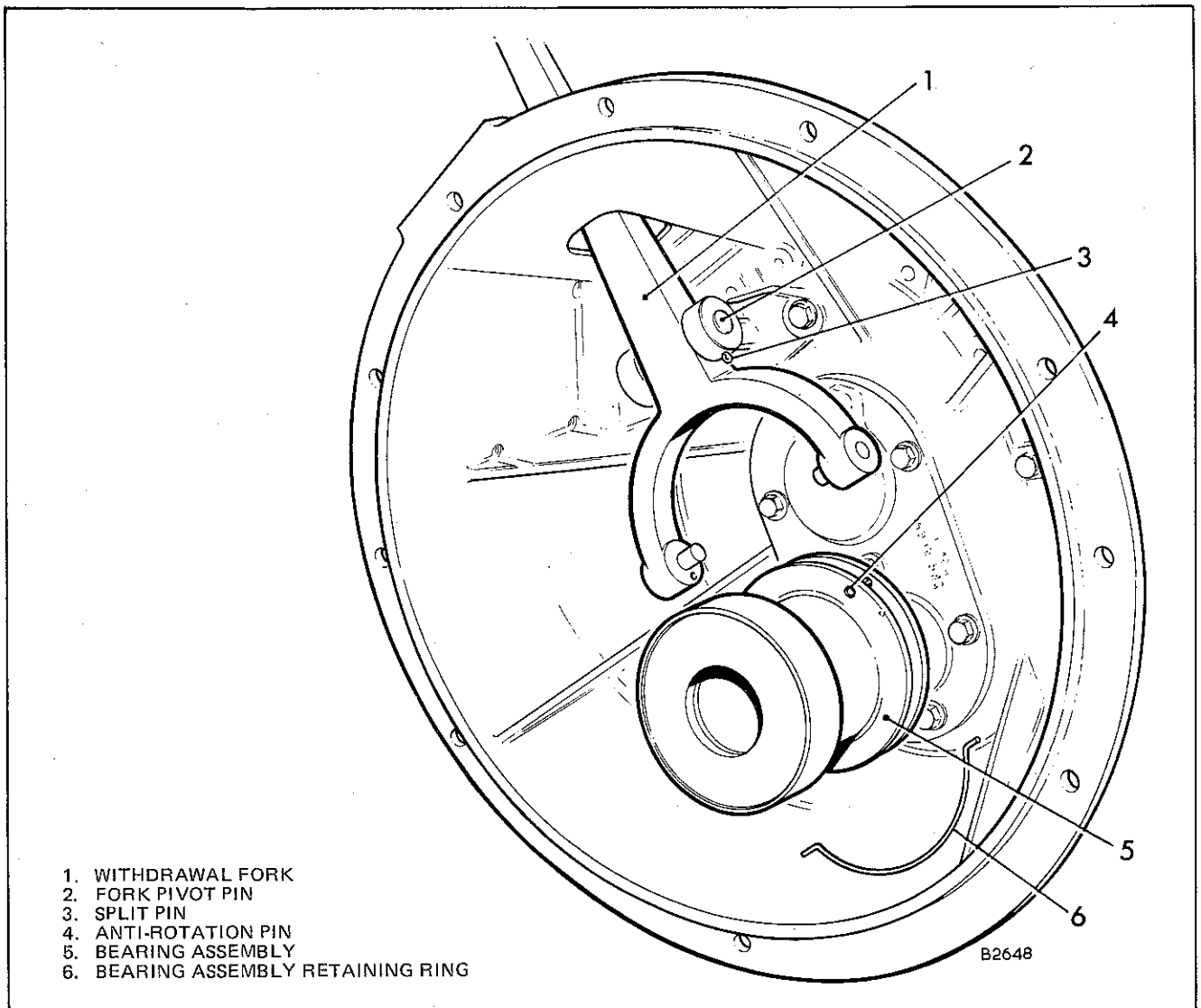


Fig. 1 Clutch withdrawal mechanism

To Dismantle

Remove bearing assembly retaining ring from fork and collect bearing assembly.

Inspection and Overhaul

Examine the withdrawal fork for damage particularly in the region of the fulcrum pivot. Check the fit of the fulcrum pin and fork bush. Renew both if worn.

Check the bearing assembly for wear or damage.

To Re-assemble

Position the bearing assembly in the fork with the

anti-rotation pin adjacent to the fork, secure in position with the bearing assembly retaining ring.

Note: The anti-rotation pin must be fitted away from the bearing assembly retaining ring.

To Refit

Refitting is a reversal of the removal procedure noting the following:

Lightly smear the withdrawal lever fork and gear-box primary shaft spline with white Kleenomax L.2 grease.

Fit a new split pin through pivot block and pivot pin.