

# Adjustment of Borg and Beck Clutch

**T**HE clutch is a single plate dry disc type. Release is accomplished by moving the release bearing toward the flywheel, the heavy spring (7) which provides driving pressure being located on the rear face of the clutch cover (9). All parts of the clutch except the driven plate are locked to the flywheel and rotate with it, the driven plate coming to rest when the clutch is released.

The release sleeve (8) is supported in the hub of the clutch cover and does not run on the

Three pressure levers (5) are mounted directly on the clutch cover (9). The outer ends of these levers bear against the three cam surfaces of the pressure plate (4).

As the clutch facings wear, the pressure plate (4) moves closer to flywheel face, and the outer ends of levers follow. This causes inner ends of levers and release sleeve to travel farther toward the transmission, and decreases clearance between face of sleeve and release

bearing. The effect on clutch pedal is to decrease clearance under toe board which is the distance before release bearing (10) comes in contact with sleeve (8). The clutch adjustment is provided to compensate for facing wear, and by turning clutch cover clockwise into a new position, the three levers move higher on the cams and bear at thicker sections of the pressure plate. Thus the sleeve travel is decreased and the space between release bearing and sleeve, as well as pedal clearance under toe board, is increased.

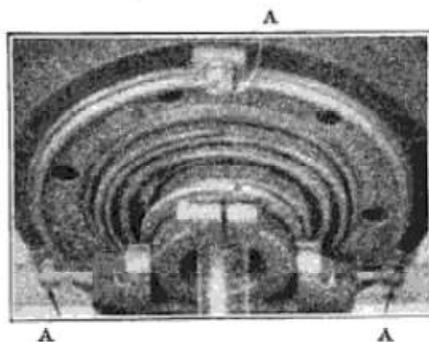


Fig. 1

shaft. It is prevented from turning in the cover by a key. The rear face is made wide and smooth to provide contact for the release bearing.

When the clutch pedal is depressed to release the clutch, the release bearing (10) is moved forward against the flat, smooth surface of the release sleeve.

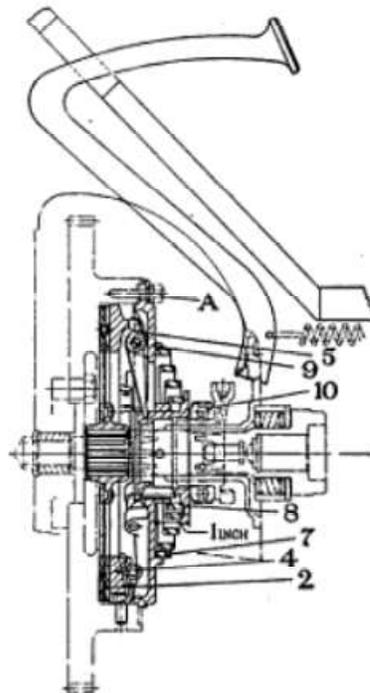
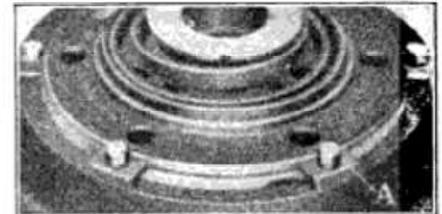


Fig. 2



Type 9Q—Hupmobile

It is important to understand that compensation for wear should be taken care of by adjusting the clutch. Do not change clutch pedal adjustment to correct toe board clearance. Carefully follow clutch adjustment instructions.

The clutch is accessible by removing toe board and hand hole plate on bell housing, or in some cars by removing bottom shield and working under car.

## How to Adjust the Type 9Q and 10Q Clutch

1. Loosen all holding screws (A) until clutch cover will turn in flywheel. (Fig. 1.)
2. Turn clutch cover about 1/2 inch in the direction opposite to flywheel rotation, as indicated by arrow on clutch cover.
3. Tighten holding screws.
4. Now measure distance from rear face of release sleeve to clutch cover as shown in Fig. 2. This distance should be:

8Q.....1 1/2 inch	9QL.....2 3/16 inch
9Q.....1 1/2 inch	10QL.....2 3/8 inch
9Q Hupp.....1 inch	11QL.....2 3/8 inch
9Q Federal.....1 inch	
10Q.....1 7/8 inch	
11Q.....1 7/8 inch	

A wire gauge may be made having a bend at one end corresponding to the dimension given above.

5. If this space is more than the given dimension, loosen holding screws as above and turn in the same direction. If less than the given dimension turn cover in the direction of flywheel rotation. After correct setting has been obtained, be sure holding screws are tightened.

This completes clutch adjustment.

6. To Adjust Clutch Pedal: This is correctly set at the factory and should not require changing. However, if necessary to correct setting proceed as follows:

7. The pedal pad should come in contact with toe board when pedal is pressed down, (see figure 2). If it does not move that far, making it necessary to spring the pedal to make pad touch toe board, shift pedal down a little by means of clutch pedal adjustment.