



DE LOREAN MOTOR CARS OF AMERICA
Division of DeLoorean Motor Company

SERVICE BULLETIN

NUMBER ST-07-9/82

ISSUED 9/17/82

CATEGORY: TECHNICAL
ATTENTION: ALL DMC DEALERS/SERVICE MANAGERS
SUBJECT: ADJUSTABLE CLUTCH LINK - MANUAL TRANSMISSION

Reports have been received that difficulty in achieving full clutch disengagement is being experienced on some vehicles. This difficulty is generally experienced when engaging first and reverse gears after the vehicle has reached operating temperature.

If this condition exists, proceed as follows:

Bleed the clutch hydraulic system to ensure there is no air trapped in this system using the following technique:

A) Check the clutch fluid level and fill if required.

NOTE: Brake fluid with a DOT 4 or higher rating MUST BE USED.

B) Attach a bleed tube to the bleed screw (8 mm) on the clutch slave cylinder and place the other end of this tube in a container holding clean brake fluid of the same rating.

NOTE: Make sure the bleed tube stays submerged in the fluid.

C) Open the bleed screw and slowly but fully depress the clutch pedal to the floor, close the bleed screw and slowly release the clutch pedal. Repeat this step a minimum of six (6) times and until all possible air is purged from the system.

NOTE: When performing the above step, make sure the reservoir level does not become so low as to draw air into the system at the master cylinder. Top up as necessary.

continued ...

- D) Fill the clutch fluid reservoir (DOT 4 or higher) as required.

SPECIAL NOTE:

Pressure bleeding (Similar to brake bleeding) may be performed. However, because the clutch reservoir to master cylinder feed hose is secured with pinch-type clamps, only very low pressure should be used to avoid the feed hose from disconnecting.

If clutch disengagement difficulty is still experienced after bleeding, an adjustable clutch link assembly may be installed to overcome this problem. This adjustable link has been introduced as a service fix only if bleeding does not correct the condition. This adjustable link will provide extra clutch pedal travel thus providing additional clutch movement.

Reimbursement

Submit a DMC Service Transaction (General) using:

Transaction Code:	20 (Warranty Claim)
Component Code:	44013
Labor Operation No:	03440
Labor Time Allowance:	.3 hr.
Part Number:	133188 (Kit - Unassembled)

Kit includes:

<u>Qty</u>	<u>P/N</u>	<u>Description</u>
1	113289	Rod, Threaded
2	SP10145	Nut, Lock
2	113290	Clevis
2	SP10913	Pin, Clevis
6	SP106637	Washer

Please inform all personnel concerned.

J. J. Patro
Technical Publications Manager

JJP/rmr

Adjustable Clutch Link Installation

The clutch pedal stop bolt and weld nuts must be removed to permit the pedal to be raised. To carry out this operation, the following procedure should be observed (Figure 1).

- A) Remove and retain the two (2) spring clips (SP10115) securing fixed clutch rod. Remove the fixed clutch rod.
- B) Remove both clevis pins. It may be necessary to carefully lower the steering column to gain access.

NOTE: Care must be exercised not to damage the steering column.

- C) Unscrew the 10 mm clutch pedal stop bolt from the top of the pedal box and discard.
- D) Using a hammer and sharp chisel carefully shear off the 10 mm clutch stop nuts welded on both sides of the pedal box (Figure 1).
- E) Assemble the adjustable clutch link (Figure 2) (Part Number 133188). Adjust both clevis ends evenly on the threaded rod so as when the link is secured the clutch pedal is 20 mm (3/4") higher than the brake pedal (Figure 3).
- F) With the link adjusted and positioned install the clevis pins.
- G) Reinstall spring clips to retain clevis pins, and tighten lock nuts.

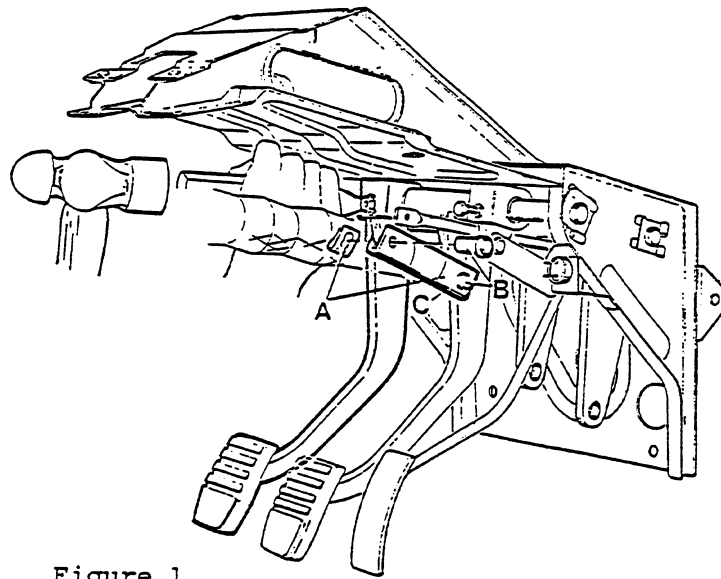


Figure 1
OLD CONDITION

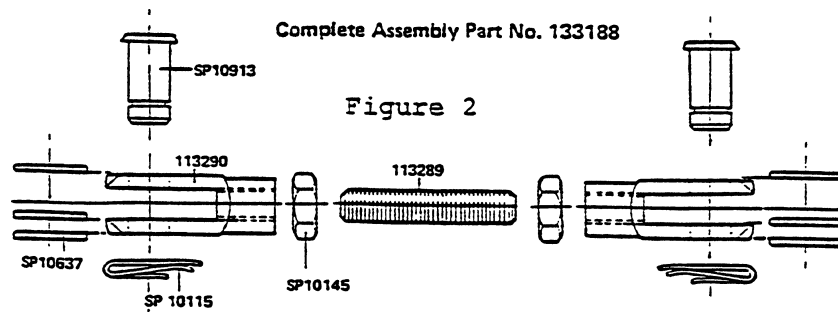


Figure 2

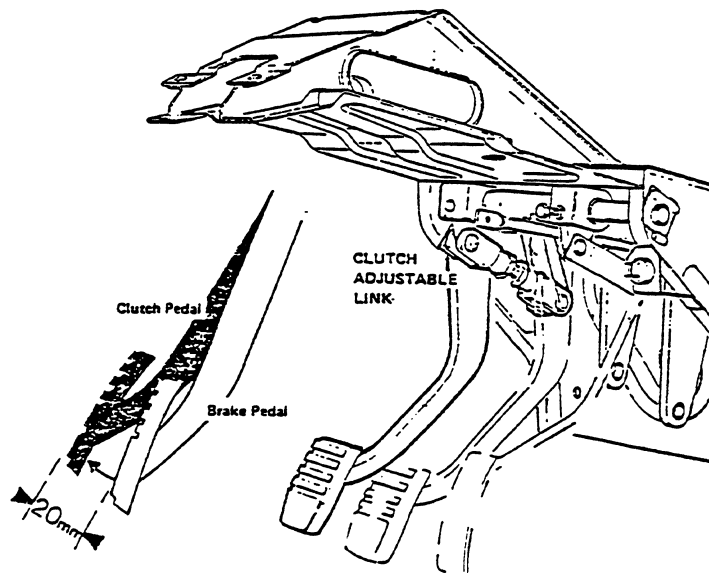


Figure 3
NEW CONDITION