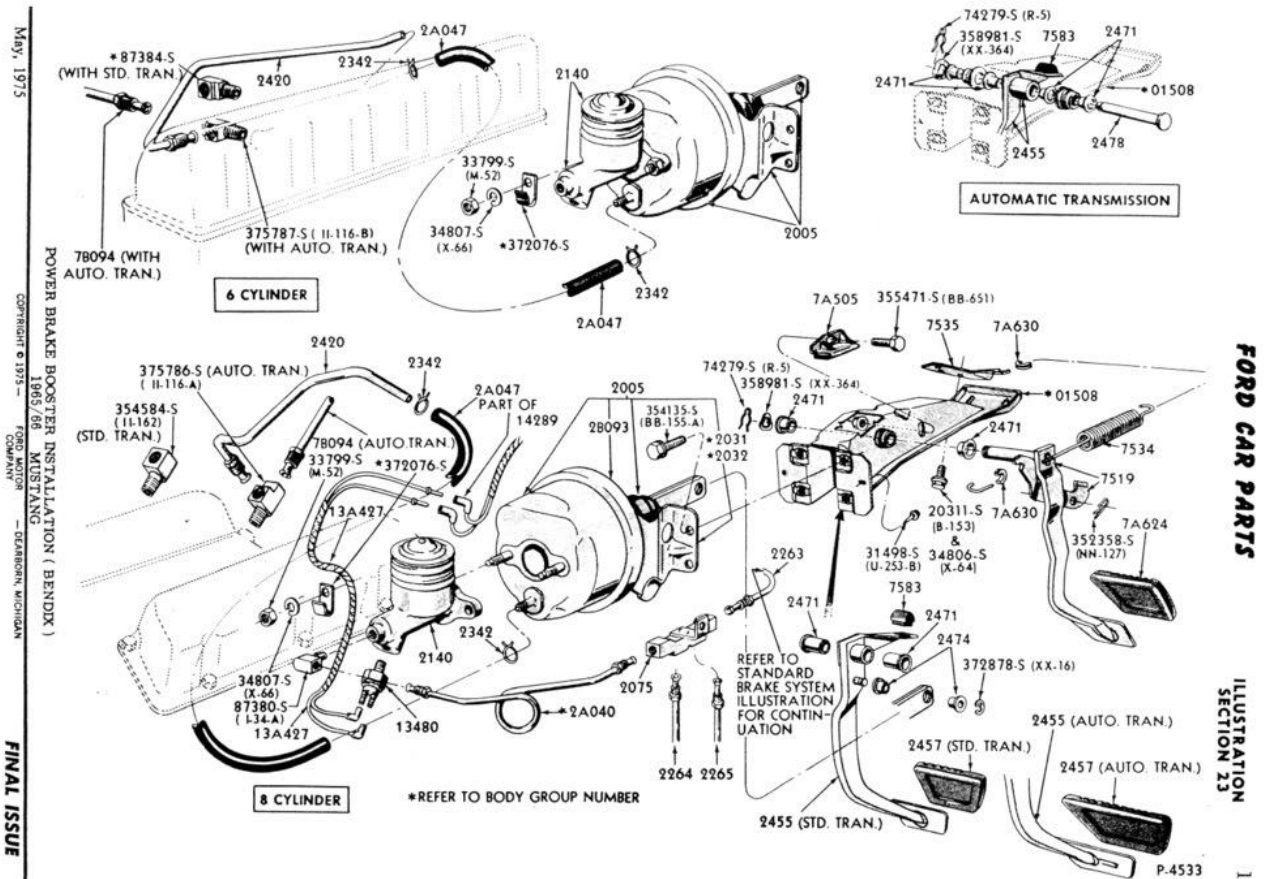


## Clutch Assist Spring



OK, well, first, this is not a return spring, it's an *assist* spring. That's important, so we thought we'd clear that up. It makes depressing the clutch pedal easier, by travelling "over center", and pulling the pedal toward the floor.

Most of the "backyard mechanic" ways of removing this spring deadly dangerous. This method is perfectly safe, easy, and quick.

On a 64-66 Mustang, you need to disconnect the upper clutch rod from the pedal. Grasp the pedal with both hands, and lower it to the floor. Since it is an assist spring, it will try very hard to slam to the floor. While the pedal is on the floor, remove the up limit stop on the pedal support bracket. Pull the pedal up toward the dash, and the tension on the spring will be released, and the spring will likely fall out.

Installation is the reverse. Pull the pedal up toward the dash, until the spring bracket and spring hook on the pedal are close enough to put the spring on with zero tension. Place the nylon spring bushings (7A630) on the bracket and pedal, and install the

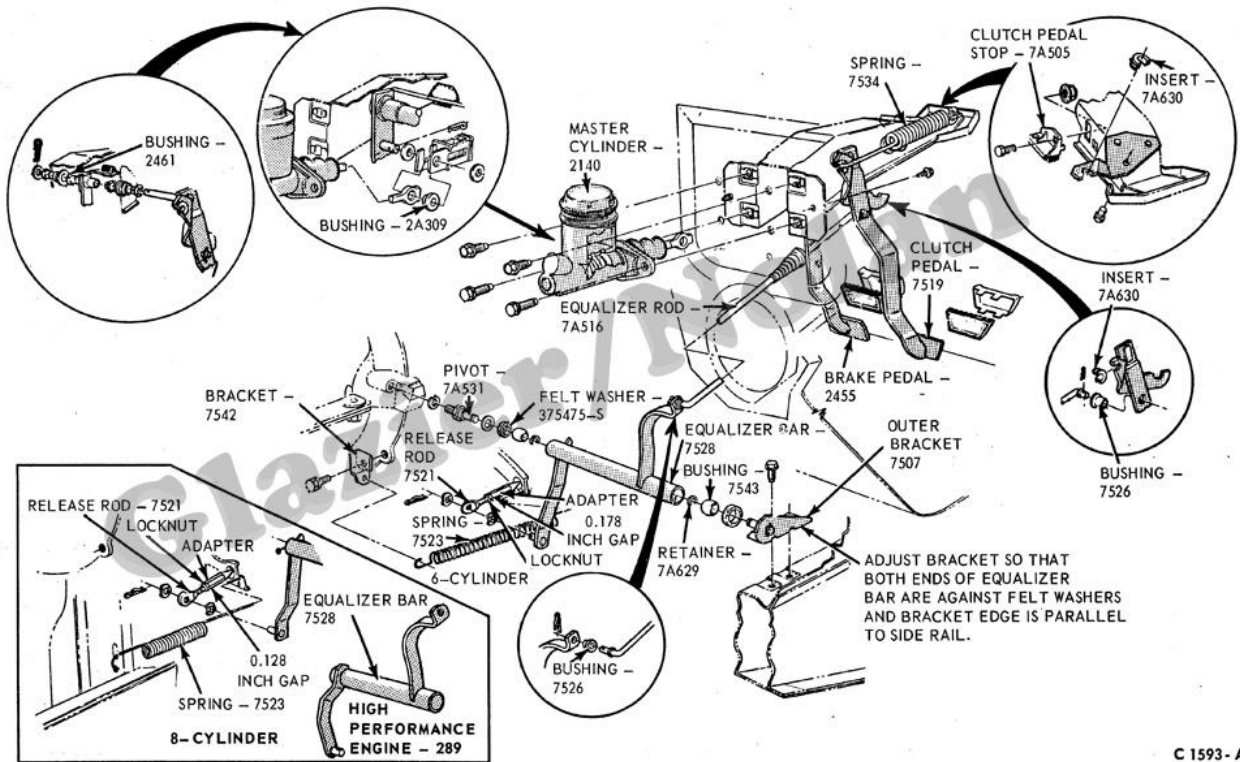
spring into the two nylon insulators. Carefully lower the pedal, until the weight of the pedal holds the spring and insulators in place. Grasp the pedal with both hands, and lower it to the floor. Since it is an assist spring, it will try very hard to slam to the floor. While the pedal is on the floor, install the up limit stop on the pedal support bracket. Grasp the pedal with both hands, and lift it up to the stop. Since it travels over-center, it will try to hit the stop. Now install the upper clutch rod.

The 67-68 is only slightly harder to do than the 65-66 because the pedal stop is part of the pedal support bracket, and cannot be removed. You may need to loosen the handle bracket on the e-brake to get enough clearance. You should also have a rubber stop for the up-limit. If it is rock hard or missing, get a new one. Disconnect the upper clutch rod from the pedal. Grasp the pedal with both hands, and lower it to the floor. Since it is an assist spring, it will try very hard to slam to the floor. While the pedal is on the floor, remove the clutch pedal shaft retaining clip. Slide the pedal to the left (and inch or two), far enough that it will bypass the pedal stop and bracket. Pull the pedal up toward the dash, and the tension on the spring will be released, and the spring will likely fall out.

Installation is the reverse. Pull the pedal up toward the dash, until the spring bracket and spring hook on the pedal are close enough to put the spring on with zero tension. Place the nylon spring bushings on the bracket and pedal, and install the spring into the two nylon insulators. Carefully lower the pedal, until the weight of the pedal holds the spring and insulators in place. Grasp the pedal with both hands, and lower it to the floor. Since it is an assist spring, it will try very hard to slam to the floor. While the pedal is on the floor, install the clutch pedal shaft retaining clip. Grasp the pedal with both hands, and lift it up to the stop. Since it travels over-center, it will try to hit the stop. Now install the upper clutch rod.

69-73 is similar to 67-68, in that the stop bracket is part of the pedal bracket. However, the spring, due to the narrowed design of the dash, is a compression, rather than tension, spring. The 67-68 procedure should apply. The 69-73 Compression spring has the anti-squeak bushings permanently installed, which simplifies installation of the spring.

Should any of these parts be worn out, damaged, or missing, we can help you with that.



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FIG. 3—Mustang Clutch and Linkage Disassembled