TB49

Technical Service Bulletin

Noise and Premature Clutch Wear

Referenced applications may exhibit signs of premature clutch wear or produce a clunk or rattle noise while the vehicle is in neutral and the clutch pedal is disengaged. The noise diminishes when the pedal is actuated. These problems may be caused by alignment issues in the clutch, disc, dual-mass flywheel or transaxle.

PDL Kit 07-175

If the vehicle exhibits either of the these conditions, inspect the following:

- Transaxle fluid level - fill if low.
- Slave cylinder for leaks - replace if necessary.
- Release bearing for smooth operation - replace if rough.
- Bearing retainer to ensure the bearing slides smoothly - polish scoring with emery paper.
- Input shaft splines for wear or damage - polish small scoring or burrs with finegrit emery paper or crocus cloth.
- Alignment of dowel pins with the engine and transaxle - replace if damaged.
- Corresponding dowel pin holes - if elongated to more than .040" out of round, the transaxle must be replaced.
- Separator plates, located between engine and transaxle, for damage or warping - replace if necessary.
- Crankshaft flange for contamination or rust - clean if necessary.

Install a complete clutch set, which includes a revised clutch, disc and dual-mass flywheel. You must install all of the new components because they are incompatible with those in the vehicle.

Torque all bolts in a star pattern to these specifications:

- Flywheel mounting bolts 83 ft-lb
- Clutch mounting bolts 21 ft-lb
- Transaxle mounting bolts 35 ft-lb

Affected Applications:

Year	Make	Model	Engine
2002-04	Ford	Focus	4 cyl 2.0L 121'' SVT 6-Speed DOHC

For additional information, refer to Ford bulletin #04-21-19.