

FORD:

2007-2009 Mustang

This article supersedes TSB **8-16-4** to add a production fix date, update the Issue Statement and Service Procedure.

ISSUE

Some 2007-2009 Mustang Shelby GT500 vehicles built before 9/1/2008 may exhibit the following clutch/transmission symptoms: hard to disengage or engage 1st and reverse, hard to shift any gear, vehicle creeps with transmission in gear and clutch pedal fully depressed without brake pedal application. These symptoms may be caused by the clutch not disengaging fully when the clutch pedal is fully depressed. This may be due to flywheel distortion caused by excessive heat build-up during unique traffic conditions (example: severe stop/go urban driving, excessive clutch slipping). The clutch system is designed for performance driving conditions.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

Located at the end of the procedure are Figures 1, 2 and 3 which show the typical appearance of a flywheel and clutch that has been damaged due to overheating of the clutch. Figures 4, 5 and 6 show the typical appearance of a good flywheel and clutch.

This procedure does not apply to or correct the normal characteristics of the twin-disc cera-metallic clutch used in the Shelby GT500 vehicle or normal wear. The twin disc cera-metallic clutch incorporates racing technology to combine a low inertia assembly with a very durable friction material with high torque capability. Depending on your driving technique, the smoothness of how the clutch reacts to clutch engagements may be different from other vehicles that use a single disc clutch system. Also refer to pages 8 and 9 of the GT500 Owner Guide Supplement for additional information.

NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford, Lincoln, or Mercury dealership to determine whether the Bulletin applies to your vehicle. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article. The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supersede this information with updates. The most recent information is available through Ford Motor Company's on-line technical resources.

Normal Operating Characteristics Of The Twin Disc Cera-metallic Clutch

- Clutch chatter/shudder when engaging the clutch.
- Narrow or abrupt engagement point.
- Hiss upon clutch engagement or disengagement.
- Transmission gear rollover noise at idle.
- Gear rattle noise at very low speeds when in 1st or 2nd gear.
- Normal wear.

NOTE

THE GT500 CLUTCH SHOULD BE DIAGNOSED/REMOVED/REPLACED AS A COMPLETE ASSEMBLY ONLY. DO NOT TAKE CLUTCH ASSEMBLY APART.

1. Remove, drain, disassemble and clean the transmission per Workshop Manual (WSM), Section 308-03C.
2. Remove and replace input shaft and all synchronizer assemblies per WSM, Section 308-03C.
3. Assemble the transmission per WSM, Section 308-03C.
4. Remove clutch disc and plate assembly and pilot bearing per WSM, Section 308-01.
5. Remove and replace flywheel per WSM, Section 303-01C. Discard old bolts and use bolts provided in flywheel kit.
6. Install new pilot bearing per WSM, Section 308-01.
7. Install new clutch disc and plate assembly per online WSM, Section 308-01 (vehicles with solid design flywheel). Discard old bolts and use bolts provided in clutch kit. Tighten bolts to 89 lb-in (10 N•m) in a star pattern. Tighten an additional 90 degrees in a star pattern.

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8. Apply a small amount of Motorcraft® PTFE Lubricant to the clutch hub splines per WSM, Section 308-01.
9. Install the transmission per WSM, Section 308-03C.

PART NUMBER	PART NAME
7R3Z-6375-B	Flywheel Kit Includes Bolts
7R3Z-7L596-A	Clutch Kit Includes Bolts
7R3Z-7C391-A	Trans Kit
XG-8	Motorcraft® PTFE Lubricant
XT-5-QM	Motorcraft® MERCON® V Automatic Transmission Fluid
PM-1-C	Motorcraft® High Performance DOT 3 Motor Vehicle Brake Fluid
XG-1-C	Motorcraft® Premium Long-Life Grease
TA-30	Motorcraft® Silicone Gasket and Sealant
TA-25	Motorcraft® Threadlock and Sealer
F6ZZ-7600-A	Pilot Bearing
1R3Z-7052-AA	Transmission Input Shaft Oil Seal

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage
IMPORTANT: Warranty coverage limits/policies are not altered by a TSB. Warranty coverage limits are determined by the identified causal part.

OPERATION	DESCRIPTION	TIME
090902A	2007-2009 Mustang GT500: Replace The Input Shaft, Synchronizer Assemblies, Clutch Disc And Plate Assembly, Pilot Bearing and Flywheel Includes Time To Remove And Install Transmission (Do Not Use With 7003A, 7003A2, 7003A3, 7003A6, 1007D7, 5212B)	7.4 Hrs.

DEALER CODING

BASIC PART NO.
6375

CONDITION
CODE
69



Figure 1 - Article 09-9-2



Figure 2 - Article 09-9-2



Figure 3 - Article 09-9-2



Figure 4 - Article 09-9-2



Figure 5 - Article 09-9-2



Figure 6 - Article 09-9-2