

EITHER DIGGER OR GRABBER BE

by Jim Gallagher

The pre-68 twin-cam diaphragm clutches have a design weakness which can cause alot of unexpected damage. Our culprit is the small throwout plate which is riveted to three spring steel strips riveted to the pressure plate. The relatively soft rivets become worn away in time freeing the t.o. plate to rotate against the input shaft and sleeve. It won't make much noise, but in 20,000 miles or so it can wear away alot of metal. Two club members discovered the problem simultaneously and came up with seperate solutions. The "Dill Digger" is an adaptation using the original t.o. plate with special high strength fasteners, while the "Gallagher Grabber" discards the t.o. plate and adapts the newer and superior curved face t.o. bearing to the old hub. The new type bearing is a Cortina part designed to be used without the t.o. plate. Parts for these adaptations were under \$1 versus a \$30 charge for a rebuilt pressure plate. By the way, the commercial rebuilders also discard the original t.o. plate in favor of a special plate which is wedged onto the diaphragm fingers. Well, there is the story guys. Take a good close look while the engine is out for it's annual winter teardown.