

FORD:
2007-2009 Mustang

This article supersedes TSB **09-19-11** to remove the production fix date, update the Service Procedure and Part List.

ISSUE

Some 2007-2009 Mustang Shelby GT500 vehicles may exhibit the following clutch/transmission symptoms: hard to disengage or engage 1st and reverse, hard to shift all gears, 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.

Diagnosis And Service Procedure Update

Based on engineering analysis of all of the returned transmission components replaced when performing the prior TSBs, it has been determined that the synchronizer assemblies and transmission input shafts do not exhibit any abnormal wear that would require transmission component replacements.

A diagnostic procedure has been developed to confirm that the transmission synchronizers are operating properly and prevent any unnecessary transmission repairs.

Transmission Synchronizer Diagnosis Procedure

The following procedure is to be used to determine if the synchronizer assemblies in the transmission may have been damaged by attempting to operate the vehicle with a dragging clutch.

1. Set parking brake.
2. Transmission in neutral.
3. Start engine and allow it to idle.
4. Clutch engaged - pedal fully released.
5. Attempt to shift transmission into first gear by firmly pushing shift lever approximately 5-10 lb-ft (22-45 N•m) force for 2-3 seconds.