



Technical Service Bulletin

TB20 **Affected Models:** 1987-1994 Ford F250/350/450 Trucks w/7.3L Diesel

Problem: Clutch Slippage with Aftermarket Turbo Installation

Solution: 12" Clutch and Dual Mass Flywheel Upgrade

A number of aftermarket manufacturers produce turbos for these F-Series diesels which offer increased engine performance. With the original equipment 11" clutch and dual-mass flywheel, this increased engine output may cause clutch slippage. To resolve this problem, a 12" clutch kit and dual-mass flywheel combination is available to handle the turbo-equipped engine's increased torque as well as provide increased heat dissipation.

1994-87 F250/350 with the 7.3L naturally aspirated diesel - use the K70100-04 clutch kit and the DMF91105 dual-mass flywheel.

1994-87 F450 with the 7.3L naturally aspirated diesel - use the K70100-03 clutch kit and the DMF91105 dual-mass flywheel.

Note: all of the components of the clutch kit along with the dual-mass flywheel must be installed as a package.

Ford offered a turbo charged 7.3L diesel with a 12" clutch package as factory equipment for the F250/350/450 beginning in 1993. It is critically important to use the specified clutch kit and dual mass flywheel as it is listed in the Sachs applications, as these factory-turbo packages differ from those for the aftermarket turbo applications.

SACHS NORTH AMERICA 909 Crocker Road Westlake, OH 44145
Technical Hotline 1-800-321-0784, Ext. 110
8:00 AM - 5:00 PM EST