

# MT-19 CLUTCH ROD BREAKAGE:

## A SOLUTION BY TOM SOPCHAK

So you have a MT19 with a foot clutch and you love it. No matter if you've done a bunch of work to your car or just purchased it, one thing you need to consider is the foot clutch rod reliability. I had been on over a dozen excursions with several MT 19's and never experienced a clutch rod break . . . until recently on the Western New York

& Pennsylvania excursion. On this run a very seasoned operator who runs two cars on most excursions broke his clutch rod. He was rather shocked when he looked at the rod and realized it had sheared right off through the threads. Turns out this is a known break point on MT19's and it happens with a regular frequency.

I happened to be at Ed Lee's shop in Delaware rebuilding a transmission for an MT14 when I noticed what looked like brand new clutch rods for MT19's. When I asked him about them he explained that there is a design flaw in them and that they are prone to breaking. This was news to me but since I'm so new to the hobby I bought one to have as a spare for my MT19.

If you look at the photo you can see a stark difference between the old and newly redesign clutch rods. From the eye-let end to the area where the threads start the two clutch rods

are dimensionally the same. The differences start at the threads. The O.E. (original equipment) rod uses

cess used to attach the treaded rod makes it brittle and prone to break at the weld. The threads are 3/8" X 16 threads per inch. The aftermarket clutch rod does not use a separate piece for the threaded area. The threaded area is machined to size and a thread die is used to form the threads. The threads on the aftermarket clutch rod are 1/2" x 20 threads per inch. The larger diameter, plus the fine threads on the aftermarket clutch rod have a higher shear strength than the coarse threads on the O.E. rod making it significantly stronger.



I looked on line in the technical community and didn't see anything concerning this known problem or how to fix it. Hopefully this brief technical article will help folks out.

for its threads. The threaded rod is a high carbon material and should not be welded. The welding pro-

If you are interested in buying an aftermarket clutch rod please contact Ed Lee at (302) 453 - 8213.

