Clutch and Clutch Adjustment

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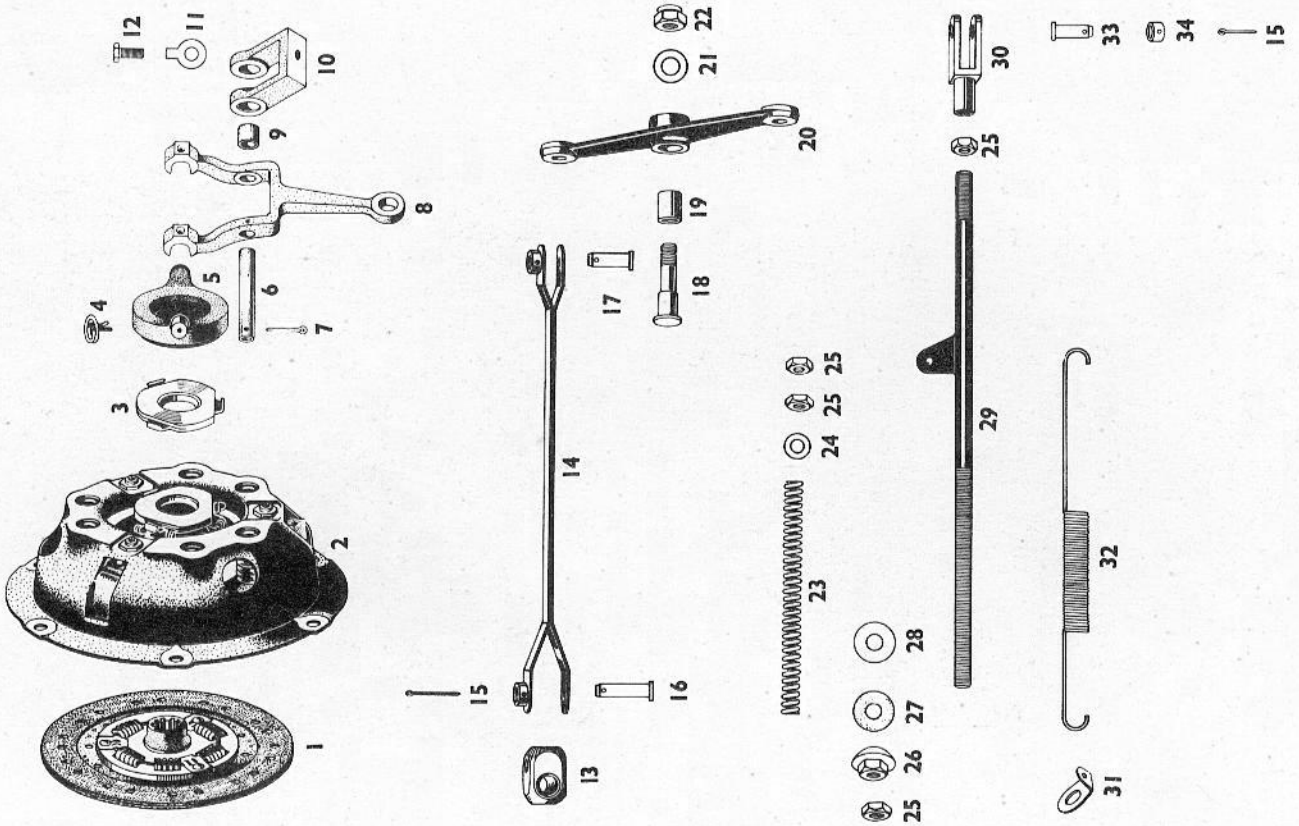
CLUTCH AND CLUTCH ADJUSTMENT.

Part No.	Item	Description	No. off per car	Part No.	Item	Description	No. off per car
N.440910	1	Driven Plate Borg & Beck 47625/39	1	N.470581	19	Bearing	1
N.440940	2	Clutch Cover Assembly. Borg & Beck 45688/37	1	N.470501	20	Rocking Lever	1
N.440100	3	Release Lever Plate Borg & Beck 44930	1	N.470841	-	Rocking Lever (Type 404 LHD only)	-
N.440200	4	Release Bearing Retainer Borg & Beck 41628	2	-	21	Plain Washer 3/8" dia.	1
N.440490	5	Release Bearing & Cup Assy Borg & Beck 46892	1	NPF/124/10B	22	Simmonds Pinnacle Nut	1
N.440310	6	Fulcrum Pin	1	N.470491	23	Spring	1
ND	7	Split Pin 3/32" dia. x 1¼" long	1	-	24	Plain Washer 5/16" dia.	1
N.440291	8	Clutch Operating Lever	1	FN205/L	25	Locknut	4
N.440300	9	Bush	1	N.471161	26	Spherical Bearing	1
N.440970	10	Fulcrum Block with Bushes	1	N.471181	27	Leather Washer	1
N.310900	11	Tabwasher	1	N.471171	28	Washer	1
FS.105/7D	12	Setscrew	1	N.471131	29	Operating Rod (Type 404 Cars)	1
N.470341	13	Trunnion Block	1	405-1-24011	-	Operating Rod (Type 405 Cars)	1
N.471111	14	Connecting Link (Type 404 Cars)	1	N.470571	30	Fork End	1
405-1-24010	-	Connecting Link (Type 405 Cars)	1	N.620321	31	Return Spring	1
ND	15	Split Pin 3/32" dia. x 1" long	3	N.620331	32	Tabwasher - Clutch Spring	1
SP.4/F16	16	Steel Pin	1	SP4/F/10	33	Steel Pin	1
SP.4/F7	17	Steel Pin	1	AGS.899/6	34	Collar	1
N.471151	18	Swivel Pin	1				



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Type and Description

Borg & Beck 8 inch dry plate, with carbon release bearing.

Clutch Cover Assembly.....Borg & Beck 45688/37
8 inch Driven Plate.....Borg & Beck 47625/39
Release Bearing & Cup Assy..Borg & Beck 46892

Replacements

Where possible every use should be made of the Borg & Beck replacement service which is available for the clutch cover assembly and also the driven plate.

If a replacement driven plate is to be fitted, check its fit on the splines of the gearbox drive shaft in every position of spline engagement. A free sliding fit without slackness is essential.

Removing the Clutch

Remove the gearbox as described in that section.

Referring to Fig.91 remove three only of the six screws attaching the clutch cover to the flywheel leaving the remaining three screws equally spaced. Then slacken the remaining screws progressively to relieve the pressure of the clutch springs.

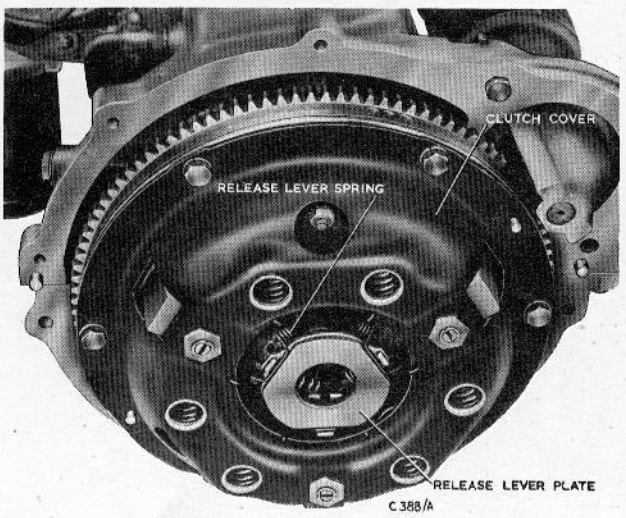

Fig. 91. Clutch unit in position on flywheel

Remove the clutch cover and its driven plate.

To Fit a Replacement Clutch

Before fitting a replacement clutch check that the flywheel face is in good condition. Should it require attention refer to the engine section for grinding the face.

With the flywheel face perfectly clean, place the driven plate against the face with the shorter side of the splined hub towards the engine, centralise and retain it by using a stepped mandrel locating in the bore of the bearing in the rear of the crankshaft and the hub of the driven plate. Failure to centralise the driven plate correctly will result in damage when the gearbox driving shaft is entered.

Fit the clutch cover to the flywheel, aligning the dowel holes with the dowels in the flywheel. Fit the six bolts and spring washers and working diagonally tighten each bolt evenly, finally tightening to a torque loading figure of 10 lb.ft. (+2 lb.ft.)

Withdraw the mandrel. Examine the carbon release block in the clutch housing of the gearbox Fig. 92 and if necessary replace. It is held in position by two retainer springs.

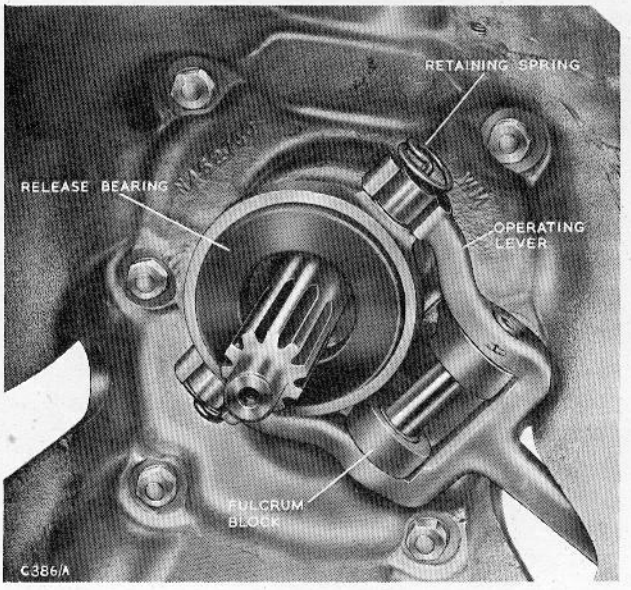

Fig. 92. Clutch release bearing (L.H. drive)

Fit the gearbox and finally adjust the clutch.

Clutch Adjustment

The clutch should normally give satisfactory service for long periods without adjustment.

However 'free' travel is very necessary and this should be maintained at 1 inch (25.4 m/m) measured between the pedal pad and the toeboard.

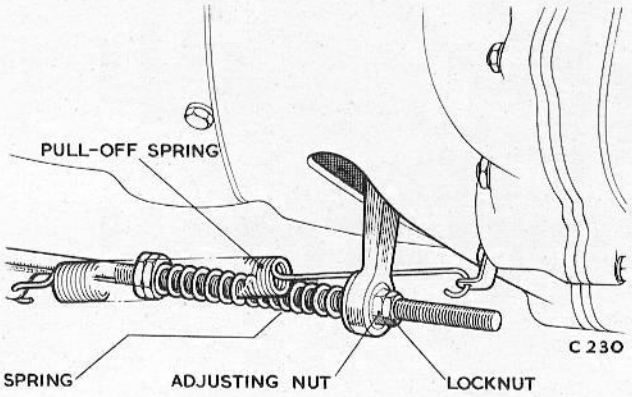

Fig. 93. Clutch operating lever

Adjustment can be made by means of the spherically-seated adjusting nut on the forward end of the clutch operating lever Fig. 93

The location of this adjustment is readily seen from beneath the bonnet on the drivers side but it is advisable to adjust from beneath the car as shown in Fig. 94.

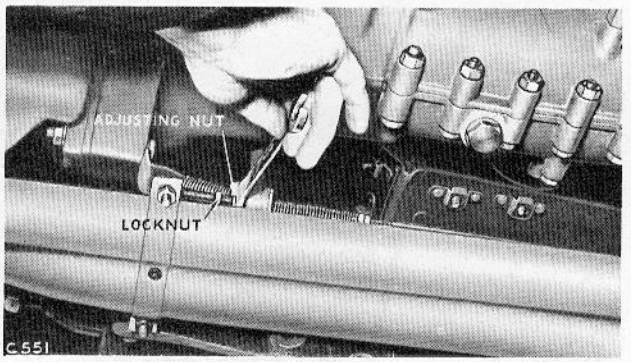

Fig. 94. Adjusting clutch

To adjust the travel slacken the locknut and turn the adjusting nut until the correct 'free' travel is obtained at the pedal pad, then tighten the locknut.