

CLUTCH ASSEMBLY AND DRIVEN PLATE

To remove and refit

If work is contemplated to rectify clutch slip, judder or squeak or if the clutch is believed to be responsible for difficult gear changes, first check the following:

1. Clutch pedal full movement unrestricted by extra carpets or sound insulation material.
2. That fluid reservoir is topped up and inspect for leaks especially at the slave cylinder. Renew piston cup seal if suspect.
3. Bleed the hydraulic system. See 'Bleeding the system'.

See Section "B" to remove the engine from the car.

With the engine removed, proceed as follows:—

MARK THE UNIT AND FLYWHEEL TO ENSURE THAT THE BALANCE OF THE FLYWHEEL/CLUTCH ASSEMBLY IS NOT DISTURBED.

The clutch assembly is located to the flywheel by two $\frac{7}{32}$ in. (5.5 mm) dowels.

Unscrew the six holding bolts in rotation so that the pressure is evenly maintained on the unit until all the bolts are free, and the assembly can be lifted away.

On reassembling clutch to flywheel use tool No. RG.374 to line up the spigot bearing and driven plate. This tool must not be removed until the clutch has been firmly bolted to the flywheel. (See Fig. 6).

When in position tighten evenly to the torque figure given in 'General Data'.

Examination and diagnosis

Each component of the clutch should be examined separately in conjunction with the following, to determine if any component requires renewal.

Clutch Cover Assembly

1. Overheating of diaphragm spring thrust pad; blueing is acceptable provided that there is no actual burning or pitting.
2. Overheating of the pressure plate; blueing outside the contact area is acceptable, but there must be no excessive scoring or any cracking of the bearing surface.

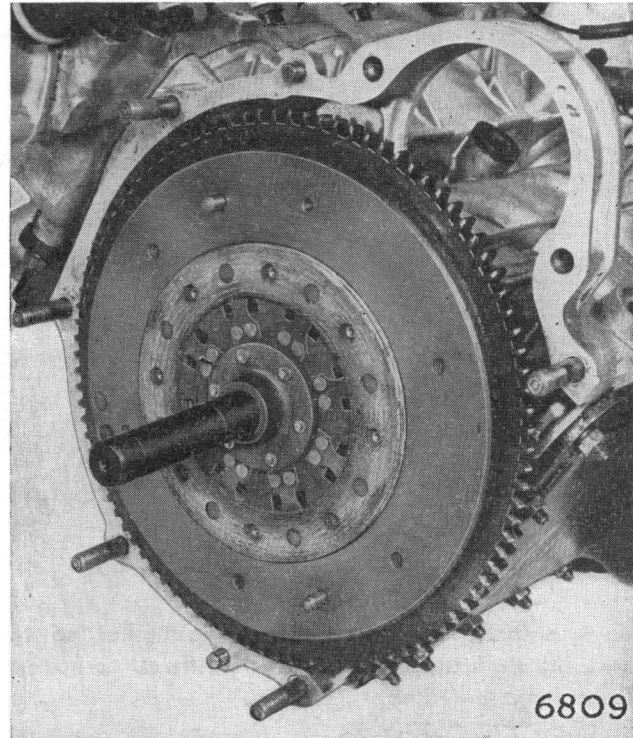


Fig. 6. Locating Tool for centre plate

3. Spring thrust pad run out. With the clutch assembled to a flywheel with a new driven plate in position the maximum permissible run out is .035" (.89 mm) T.I.R. at 1" (25.4 mm) radius, measured by a clock gauge.
4. Visual inspection of remainder of cover assembly must reveal no obvious defects.

Clutch driven plate

5. Facings, for obvious signs of damage, wear or contamination.
6. Centre plate for distortion; this component can easily suffer damage during reassembly of clutch and transaxle. Correct procedure, full use of special tools and care are required to ensure that clutch (primary) shaft does not damage the driven plate.
7. Free fit of driven plate on clutch shaft splines; lubricate splines with a trace of Shell 'Retinax AM' grease. If a new driven plate is to be fitted this freedom should be checked.
8. Any doubt of driven plate condition. Fit new driven plate of latest type.