

Section D (Clutch)

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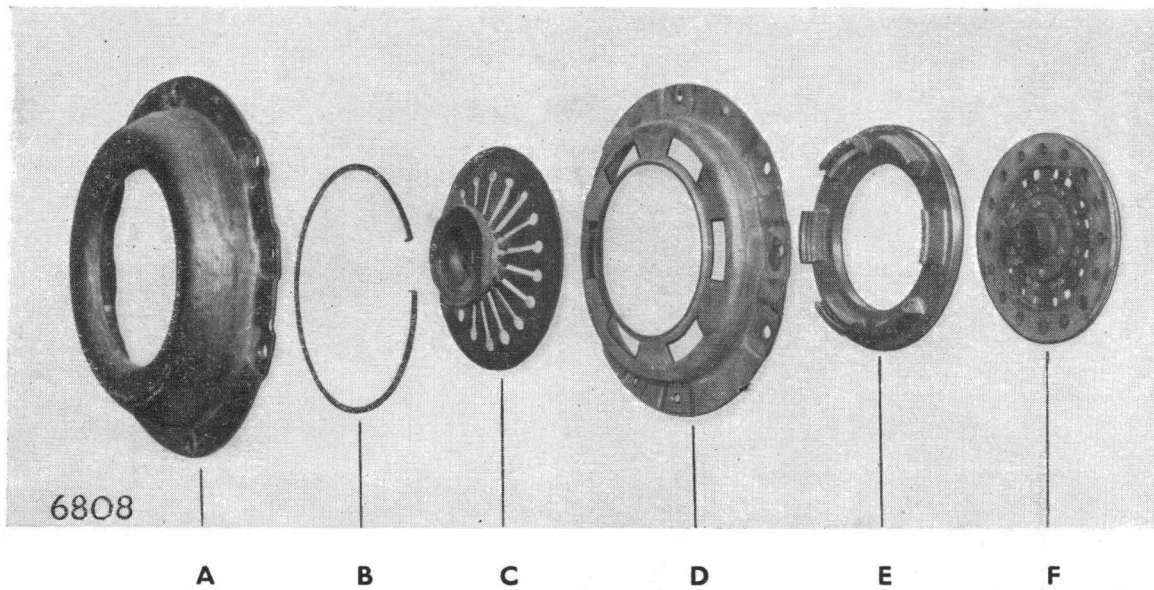


Fig. 7. Exploded view of clutch assembly

Carbon release bearing

9. Inspect for excessive wear of carbon or carbon turning in its housing. If burnt, worn or damaged replace with latest type.
10. Examine withdrawal fork for visual damage or cracks; during reassembly apply a trace of High Melting point grease to pivot points of carbon release bearing and withdrawal fork.

Clutch shaft spigot bush

11. Check both the condition of the spigot bush and its fit in the crankshaft. If this bush dries out it can be the cause of squeaks and rattles that are difficult to trace. If in doubt renew the bush. See Workshop Manual Section B 'Flywheel centre bearing'.

To dismantle the clutch cover assembly

Normally this is not necessary, but should it be essential, proceed as follows:—

Mark all parts to ensure they are reassembled in the same relative position.

With the clutch face downwards on the bench, drill out periphery rivets (if fitted).

1. Lift off cover pressing (Fig. 7A).
2. Remove retaining ring (B).
3. Lift out diaphragm spring (C).
4. Lift driving plate (D) off pressure plate (E).
5. Examine all parts. See 'Examination and diagnosis'.

To reassemble clutch cover assembly.

1. Apply a trace of grease (preferably zinc base), Shell Retinax AM. is suitable, to the sides of the pressure plate lugs, fulcrum points for the diaphragm spring on the pressure plate, driving plate, cover and also to the finger-tips where they enter the release tube. (See Fig. 7, A to E.)
2. Place pressure plate face-down on bench over a packing piece approximately $5\frac{1}{2}$ in. (14 cm) dia. and $\frac{1}{2}$ in. (12.5 mm) deep.
3. Fit driving plate over pressure plate, lugs protruding through apertures.
4. Fit diaphragm spring assembly, securing with the retaining ring. If the original diaphragm is fitted, ensure that it is located in the marked position. When fitting a new diaphragm (C) or a new pressure plate (E) the unit must be assembled and the diaphragm (C) depressed a few times, using a press and checked for run out with a clock gauge on the thrust pad. Reposition the diaphragm and check. Repeat until minimum run out is obtained. Maximum permissible run out on any clutch .035" (.89 mm.) on the thrust pad.

The cover (A) and driving plate (D) MUST NOT be interchanged but kept together as a set. When fitting the ring (B) it is important its "turned-up" ends are uppermost, and positioned midway between the pressure plate lugs. (See Fig. 7.) After fitting retaining ring press this firmly into each retaining groove.

5. Place cover in position lining up the "locating dimples" on the flange. The assembly is then ready to offer to the flywheel.