CLUTCH

Make and type	Laycock diaphragm spring, hydraulically operated
Driven plate—Diameter	5½ in. (13·97 cm)—Saloons Up to B.429003750, B.419093265 and B.431009818
	6¼ in. (15·9 cm) —Saloons From B.429003751, B.419093266 and B.431009819
	—Sport Saloon (From first production)
	—Imp Van (From first production)
—Compressed thickness ...	·298/·282 in. (7·56/7·16 mm)
Thrust bearing	Carbon ring
Free movement of withdrawal lever ...	None
Master cylinder bore	⅝ in. (15·875 mm)
Slave cylinder bore	⅞ in. (22·225 mm)

TRANSAXLE (for torque loading figures see table at end of section)

Type	4 forward speeds (all synchromesh) and reverse		
Final drive	Hypoid bevel 4·857 : 1 (34 : 7)		
Gear ratios —Top	·852 : 1	Overall ratios:	4·138 : 1
—Third	1·174 : 1		5·702 : 1
—Second	1·833 : 1		8·905 : 1
—First	3·417 : 1		16·595 : 1
—Reverse	2·846 : 1		13·824 : 1
Adjustment—Output shaft and pinion ...	Shims		
—Differential bearings ...	Screwed sleeves		
—Crown wheel backlash ...	Screwed sleeves ·0055/·0035 in. (·139/·088 mm)		
Bearings—Output shaft and pinion ...	Taper rollers		
—Input shaft	Front, needle rollers; rear, ball		
—Clutch shaft (into flywheel) ...	Oilite bush		
—Differential assembly	Taper rollers		
Speedometer gears	See under Front Suspension		
Filler/level plug location	Left-hand side		

For road speed/engine speed r.p.m. figures, see tabulation on page 13.

REAR HUBS AND DRIVE SHAFTS (for torque loading figures see table at end of section)

Drive shafts	Solid shaft, with rubber inner coupling and needle roller outer universal joint
Rear hub bearings	Ball

FRONT SUSPENSION (for torque loading figures see table at end of section)

Type	Independent coil (swing axle)			
Spring—Outer diameter	3·123 in. (7·9 cm)	3·123 in. (7·9 cm)	3·153 in. (8·0 cm)	
—Static laden length (off car)	7·56 in. (19·2 cm	7·84 in. (19·9 cm)	8·35 in. (21·21 cm)	
—Static laden load (off car)	490 lbs. (222 kg)	490 lbs. (222 kg)	370 lbs. (168 kg)	
—Free length	10·07 in. (25·6 cm)	10·35 in. (26·3 cm)	9·94 in. (25·24 cm)	
	Early saloon models	Later saloon, Husky and Sport saloon	Imp Van	
Toe-in *at wheel rim*	⅛±1/16 in. (3±1·5 mm) or ½°±¼°			
Camber angle—original suspension ...	5½° positive ±1½°			
—low pivot suspension	2¼° positive ±1½°			
Swivel pin inclination—original suspension	5½°±1½°			
—low pivot suspension	8¾°±1½°			
Caster angle—Saloon, Husky and Coupe	9° positive ±1°			
—Van	8° positive ±1°			
Toe-out on turns (Ackerman)	Nil (parallel steering)			
Speedometer drive (direct)	Pin in n/s hub cap to cam in hub			
Hub bearing end float	·002/·004 in. (·05/·10 mm)			
Shock absorbers—Make and type ...	Woodhead Munroe telescopic direct acting			
—Mountings	Rubber bushed			

On gap gauges; see Section F