









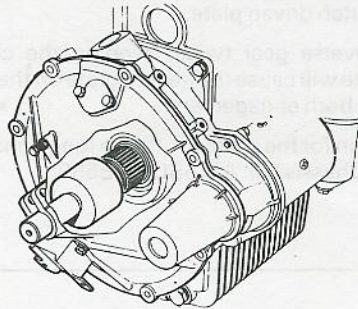
| VEHICLE<br>GROUP  | ENGINE<br>TYPE  | VEHICLE<br>MARKING | CLUTCH<br>TOOL  |   | CLUTCH<br>KIT  | COVER<br>ASSEMBLY   | DRIVEN<br>PLATE   | RELEASE<br>BEARING  |
|---|---|--------------------|---|---|--|---|---|---|
|  |  |                    |  | <br>ins/mm |  |  |  |  |

### ▲<sup>1</sup> ALLEGRO 1100/1300, MINI, 1100/1300

#### CLUTCH JUDDER

When investigating complaints of clutch judder it has been discovered that a possible cause is misalignment of the clutch cover. The following method of rectification is recommended.

1. Remove the clutch cover, clutch and flywheel assembly.
2. Remove the clutch release bearing and shaft and throw out arm from the clutch cover.
3. Slide the aligning tool 18G 1247 onto the end of the crankshaft and slide the cover onto the tool. (As shown in the diagram below.)

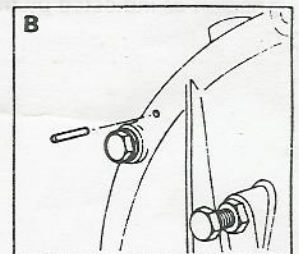
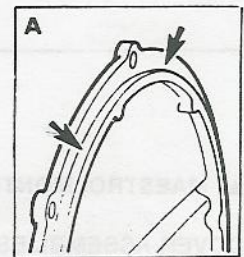


NOTE: If the clutch cover will not enter the register due to fouling at the point arrowed in diagram 'A', machine approximately 0.040" from that point.

4. Check to ensure the cover slides freely over the aligning tool into position without fouling. Refit at least four cover to flywheel housing bolts, equally spaced to hold the cover in position.
5. Drill two holes  $\frac{1}{8}$ " diameter through the cover and housing at 180° to each other and  $\frac{3}{16}$ " from the edge of the cover.

NOTE: This operation may be difficult if a small angle head drill is not available. However, the holes should be placed as far apart as possible.

6. Remove the clutch cover and aligning tool.
7. Replace the clutch and flywheel assembly ensuring that the driven plate linings and primary gear oil seal are in good serviceable condition.
8. Reassemble the clutch cover and replace using two roll pins ( $\frac{1}{8}$ " x  $\frac{1}{4}$ "). If the roll pins are not available, use two pieces of  $\frac{1}{8}$ " dia. brazing rod as dowels. (these must be a snug fit in the holes to ensure correct alignment) then tighten the cover to flywheel housing bolts. (See Fig. B.)



### ▲<sup>2</sup> ALLEGRO 1500, 1750, MAXI 1500, 1750. PRINCESS 2200, WOLSELEY SIX

Where a replacement clutch or clutch driven plate has been fitted to any of the above vehicles the procedure in the workshop manual involves removal of the clutch release bearing plate. However, an alternative method widely used in the motor trade leaves the clutch release bearing plate in position.

By using the latter method of reassembly, because the three set screws are only fitted 'finger tight' during the initial build at the factory, cases of the release bearing plate becoming loose in service have been reported.

Therefore, irrespective of the reassembly procedure used it is most important that the three set screws holding the release bearing plate are securely tightened to the correct torque of 6.8 Nm. (5 lbf.ft.)