


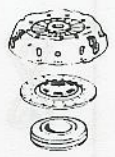





| MODEL RANGE | CHASSIS | VEHICLE TYPE | CLUTCH KIT | COVER ASSEMBLY | DRIVEN PLATE | RELEASE BEARING |
|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  |  |  |  |  |  |
| | | \varnothing ins/mm | | | | |

▲³ MAXI—ALL MODELS (Manual)

DIFFICULT GEAR ENGAGEMENT

Where complaints are received of the inability to select gears cleanly from rest, when due to the clutch not freeing completely, the following points should be investigated:

1. Additional insulation or mats placed beneath the clutch pedal will restrict travel and may contribute towards this complaint.
2. Check the possibility of air ingress into the hydraulic system causing incorrect release movement.
3. Check for possible oil contamination of the clutch driven plate.

NOTE. To check for contamination engage reverse gear twice, keeping the clutch pedal fully depressed between engagements. A contaminated driven plate will cause the gear to grate on the first engagement only, whilst the other conditions will cause the gear to grate on both engagements.

Should none of the above points prove to be the reason for the problem, then a longer master cylinder push rod is available from BLMC Pt. No. 21H 796, this being introduced from Chassis No. AH 5SC/178559.

▲⁴ MAESTRO, MONTEGO

COVER ASSEMBLIES HE3798, HE4532, HE4587

Ensure that when fitting an AP Clutch that this type of release plate Retaining Ring is used and that the locating tags are in the position as indicated by the arrows.



▲⁵ MAESTRO, MONTEGO 1.3

COVER ASSEMBLY HE 4532

When fitting this cover assembly it should be noted that the flywheel has two dowels which locate in 'U' shaped slots in the cover flange.

It is recommended that the cover and flywheel are marked with paint prior to fitting to vehicle to assist alignment.

The clutch release Plate is attached by a retaining ring which is located under three of the spring fingers. Note that the ends of the retaining ring should be in one of the holes in the release plate. The turned up ends must face inwards towards the engine.