







VEHICLE CATEGORY	VEHICLE CLASS	YEAR RANGE	CLUTCH KIT	COVER ASSEMBLY	DRIVEN PLATE	RELEASE BEARING
		19				

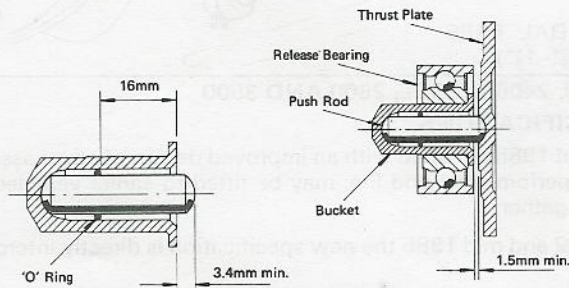
▲⁶ METRO MINI 3/81-2/82

CLUTCH JUDDER AND RELEASE BEARING NOISE

Vehicles built between the dates given are fitted with a push rod operated clutch release bearing. Some cases of noise and judder have been experienced and examination has shown the cause to be contact between the diaphragm cover thrust plate and either the release bearing outer race or the push rod bucket.

When fitting a new diaphragm cover or release bearing the following checks should be made:

1. Examine push rod ends for wear and measure overall length. Length to be 32.4mm (1.276") minimum.
2. Examine bucket for wear of internal spherical seat. Push rod should protrude beyond end face of bucket by a minimum of 3.40mm (.134").
3. Place push rod into spherical seat of the diaphragm cover thrust plate and measure gap between thrust plate and end of face of bucket. Gap to be minimum of 1.50mm (0.06").
4. Ensure that 'O' ring is fitted into bucket to retain push rod in position prior to final assembly of clutch cover. 'O' ring to be positioned 16 mm below front face of bucket.



▲⁷ METRO, MINI 2/82→

CLUTCH REPLACEMENT

In order to reduce servicing costs the A.P. clutch for these vehicles is supplied less flywheel.

Remove clutch/flywheel combined assembly as described in workshop manual. Unbolt the clutch cover. Remove driven plate and examine. Flywheel may be re-used provided the friction face is not cracked, scored or otherwise damaged.

Clutch Fitment Re-assemble using clutch alignment tool as workshop manual or follow the sequence below.

1. Place driven plate on flywheel with hub facing into bore of flywheel.
2. Place cover assembly onto flywheel ensuring correct alignment of dowels and bolt holes. Hand tighten cover retaining bolts.
3. Turn assembly over and examine position of driven plate to flywheel bore.
4. Centralise driven plate to flywheel bore by manoeuvring driven plate by hand pressure only. Gap between driven plate and flywheel 3 mm all round.
5. Fit clutch/flywheel assembly to crankshaft. Fit key plate, and lightly tighten flywheel retaining bolt.
6. Progressively tighten clutch/flywheel bolts in diagonal sequence to 25-30 Nm torque ensuring correct engagement of dowels.
7. Finally tighten flywheel retaining bolt to 152 Nm torque and drift locking tabs into hub slots.

IMPORTANT NOTE:

It is essential that the tapered location faces on the crankshaft and in the clutch hub are clean and free from all forms of surface damage.

Failure to observe this may cause the clutch to vibrate and work loose resulting in extensive damage to the vehicle.