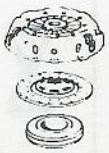
			CLUTCH KIT	COVER ASSEMBLY	DRIVEN PLATE	RELEASE BEARING
		⌀ ins/mm				

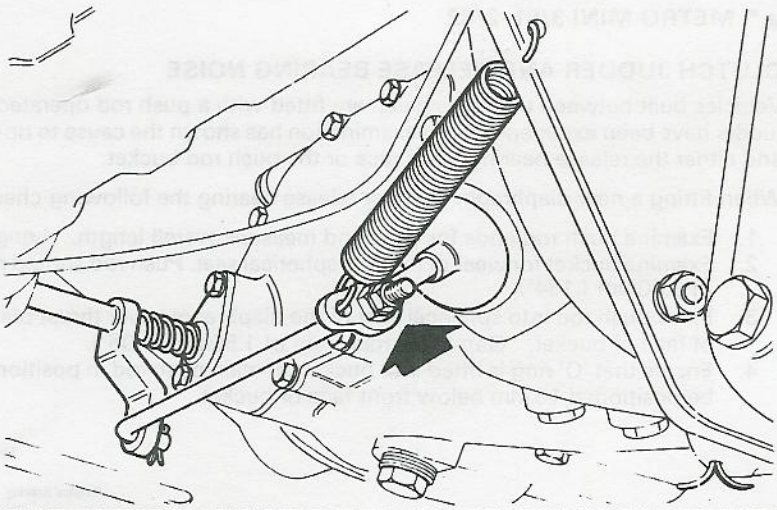
▲[8] MINOR 1000 RANGE
INABILITY TO SELECT GEARS

Insufficient release bearing/release plate clearance on the above vehicles can cause an overstroking condition leading to the above complaint. Other problems could be clutch slip or driven plate damage.

Correct clearance is achieved by setting the clutch pedal free travel, which for vehicles with 1098 cc. engines must be 35–38 mm (1⅜"–1½") measured at the pedal pad. (For earlier vehicles prior to the 1098 cc. engine the setting must be 19 mm (¾").)

Set the pedal free travel by adjustment of the clutch operation rod as shown in the illustration.

ADJUST HERE TO SET PEDAL FREE TRAVEL TO 34.9–38.1 mm (1⅜"–1½").



▲[9] ROVER SD1 2000, 2300, 2400 DIESEL, 2600 AND 3500
IMPROVED CLUTCH SPECIFICATIONS

Vehicles built after the middle of 1985 are fitted with an improved design of cover assembly and release bearing. These parts, introduced to improve clutch performance and life, may be fitted to earlier vehicles provided **BOTH** cover assembly and release bearing are changed together.

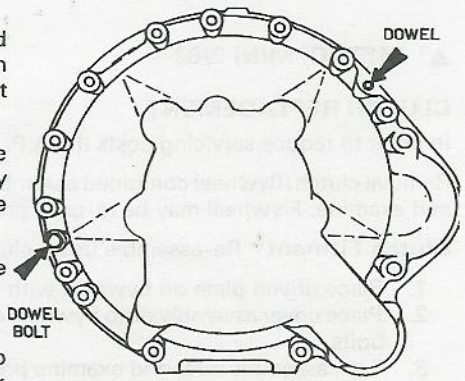
For vehicles built between 1982 and mid 1985 the new specification is directly interchangeable with the specification fitted originally.

For vehicles built before 1982 it may be necessary to modify or change the clutch release arm. To confirm if this is required the distance between the release arm trunnions should be measured. If the distance is found to be less than 43,5 mm the gap should be opened up accordingly or a new release arm obtained.

The correct release arm may be obtained from an Austin/Rover dealer, Part No. FRC.5374A.

▲[10] ROVER 2300 and 2600 1977→
DIFFICULT GEAR SELECTION

Examination of clutch assemblies returned for these complaints has revealed excessive wear on the diaphragm spring fingers and driven plates with broken centres. Investigation has shown this type of failure to be caused by misalignment between the engine and gearbox.



Correct alignment of the engine and gearbox on these vehicles is achieved by the use of a dowel and a special dowel bolt. It has been found on some vehicles, especially those where the engine or gearbox may have been removed previously; that the dowel and/or bolt have been either incorrectly fitted or omitted.

Before re-assembly of the gearbox to engine is carried out check the adaptor plate for flatness or distortion, then carry out the following procedure:

1. Align gearbox input shaft with driven plate splined hub.
2. Slide input shaft into splined hub and locate bellhousing on the dowel in top right hand of the casing making sure that the dowel is not pushed back through the adaptor plate. (See diagram.)
3. Locate and fit dowel bolt in its correct position in the lower left hand side of the bellhousing and refit the locking nut. (See diagram.)
4. Refit the remaining bolts and nuts.

Particular Note should be made of the following.

At no time during the assembly of engine and gearbox should the weight of the gearbox be allowed to hang on the clutch/input shaft. Suitable lifting equipment may be required as the gearbox weighs in excess of 45Kg (100lb.)

The bolts used to attach the engine and gearbox are of various lengths and diameters. It is advisable to note their positions when the vehicle is dismantled.

The dowel bolt is the longest bolt and passes right through the bellhousing and crankcase flanges. This bolt should be a close fit in the bellhousing and may have to be lightly tapped with a hammer for its removal and re-fitment.
If it is suspected that incorrect dowels or dowel bolts have been used previously, or omitted, new parts should be obtained.

NOTE: Leyland part number for DOWEL is DP608 and for DOWEL BOLT is UKC3210.