

Bulletin
Number 5026

Issue 1

Date 25.11.48

Sheet 1 of 4 Sheets

MODELS AFFECTED
1948-49 "60" and "75"
1948 Land-Rover

UNIT AFFECTED
CLUTCH

COMPLAINT

SUBJECT

CLUTCH DATA AND SETTING

Changes introduced on clutch units fitted to 1948-49 models are such that they cannot be used on any previous model. For information concerning all 1934-47 clutches, consult Service Bulletin 4611.

PART 1. Clutch Springs.

Clutch spring Part No. 216600 is used on "60", "75" and Land-Rover. Its characteristics are as follows:—

Number of coils $5\frac{1}{2}$	Solid height 1.040 in. (26,4 mm.)
Free length 1.554 in. (39,5 mm.)	Identification Orange paint.
Load 130 lb. \pm 4 (59 Kg. \pm 1,8) at Working length 1.164 in. (29,6 mm.)	

PART 2. Clutch Plates.

Two alternative types of clutch plate will be found on 1948-49 cars and Land-Rovers, but to facilitate stocking and supply, only one of these, the Borg and Beck pattern, is supplied as replacement by our Spares Department. The part numbers to be used are 217179 for "60" and Land-Rover and 217180 for "75" models.

PART 3. Checking the alignment of the clutch operating levers.

To ensure correct operation of the clutch withdrawal mechanism it is essential that the faces of the operating levers ("toggles") are set equidistant from the flywheel face.

Contrary to any different information which may be in your possession, the correct dimension for 1948-49 models is 1.729 in. $+0.010$ (43,90 mm. $+0,25$)
 -0.000 $-0,00$.

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Owing to the number of accumulated tolerances affecting this dimension, it is unlikely that the setting will be correct on initial assembly and the following method should be employed to check and rectify any inaccuracy present.

The equipment required is shown in Fig. 1 and comprises:—

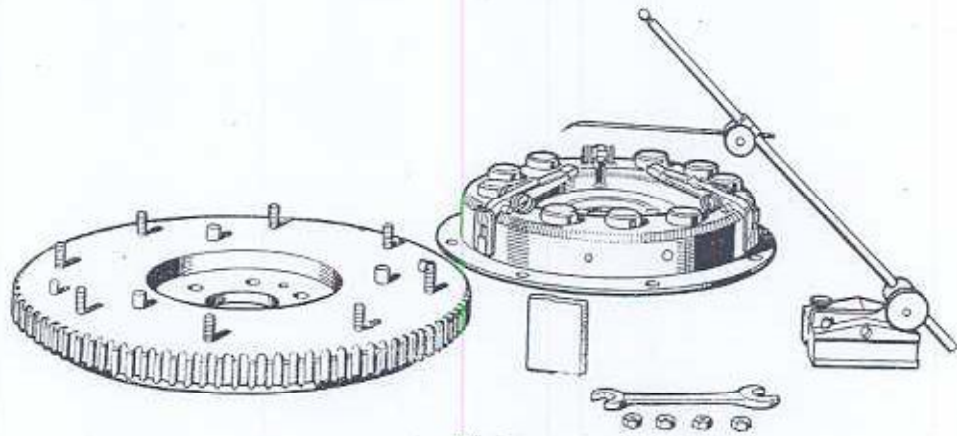


Fig. 1

1. Clutch to be checked.
2. Flywheel.
3. Surface plate.
4. Scribing block.
5. Setting gauge with steps at 1.729 in. (43,90 mm.) and 1.739 in. (44,15 mm.). This can be made from a piece of flat $\frac{1}{4}$ in. (6 mm.) steel plate.
6. Three $\frac{3}{8}$ in. (9,5 mm.) distance pieces. $\frac{3}{8}$ in. (9,5 mm.) Hoffmann rollers are suitable.

The complete clutch assembly should be bolted down to the flywheel with eight nuts, with the clutch plate replaced by the three distance pieces. The clutch plate is not used for the checking operation as it has an allowable "run-out" of .010 in. (0,25 mm.).

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The flywheel and clutch assembly should then be placed on the surface plate and the scribe set to 1.729 in. (43,90 mm.) from the flywheel face, by using the gauge as in Fig. 2.

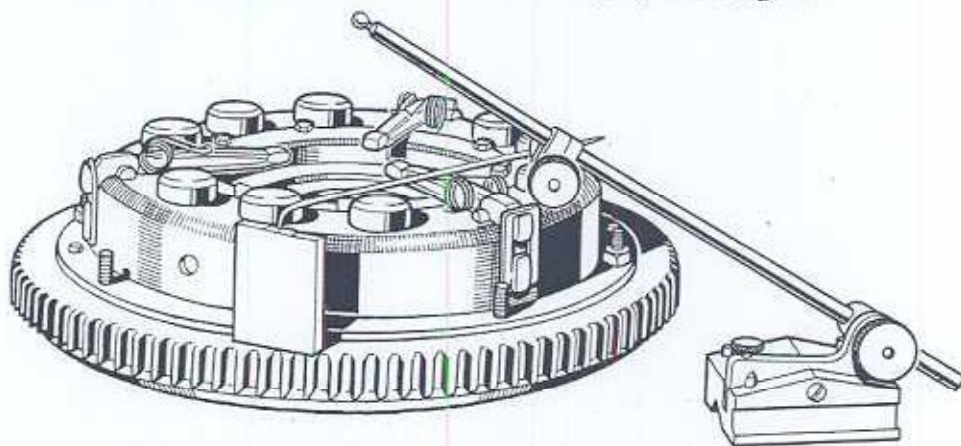


Fig. 2

Check the heights of the three operating levers (Fig. 3) and if any of them does not come between 1.729 in. (43,90 mm.) and 1.739 in. (44,15 mm.), it must be brought into line as described below:—

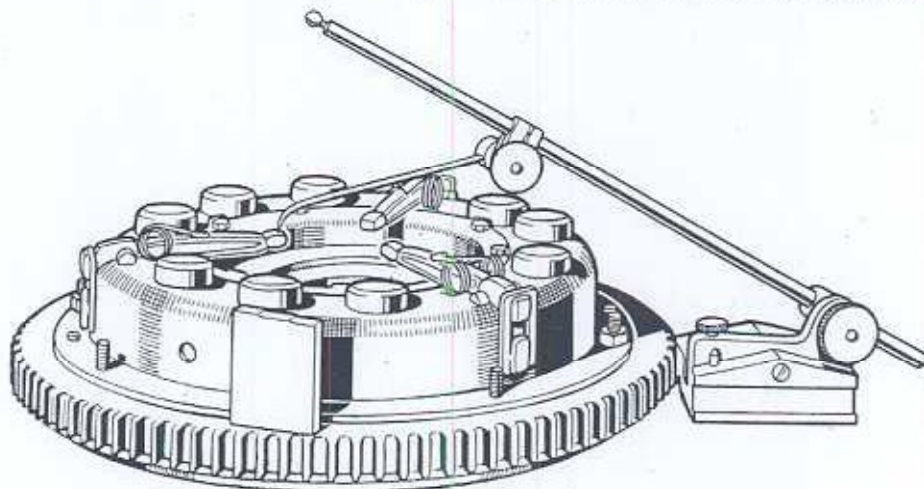


Fig. 3

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1. If the lever is too high :—

(a) By selective assembly of levers, necessitating a fairly large stock, or :—

(b) By filing a very small amount from the flat end of the slot in the operating link. As the ratio of the distances of the two ends of a lever from the fulcrum pin is roughly 5 to 1, it will be seen that the removal of .002 in. (0,05 mm.) from the link will lower the operating face of the lever approximately .010 in. (0,25 mm.).

2. If the lever is too low :—

This means that wear is present in the toggle and/or link and the worn parts must therefore be replaced.

NOTE. The lever return springs must be in position each time a check is made ; in addition, care should be taken to ensure that the toggle pivot pins are well seated in the cover plate.

Having obtained the required setting, remove the nuts, lift off the clutch assembly and refit the clutch plate in place of the distance pieces, with the longer end of the central boss away from the flywheel.

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