

1968-71 AUSTIN AMERICA

Austin America (1968-71)

DESCRIPTION

Clutch is of the single plate dry disc type. Pressure plate is coil spring (early models) or diaphragm spring type (late models). Main components of clutch system are: disc, pressure plate, release bearing, and bell housing. Clutch is hydraulically operated and utilizes both a clutch master cylinder and slave cylinder.

REMOVAL & INSTALLATION

CLUTCH

NOTE — Clutch and flywheel are removed as an assembly.

- 1) Remove battery and carrier. Remove starter. Disconnect slave cylinder linkage, and secure cylinder against bulkhead. Remove exhaust pipe clamp and radiator shroud bracket.
- 2) Remove bolts attaching frame to rear engine mount. Withdraw bolts mounting bell housing to flywheel housing. Using suitable jack, raise engine until bell housing can be removed.

NOTE — Ensure fan blades do not contact radiator core.

- 3) Remove nuts and lift clutch pressure plate from position. Place No. 1 and No. 4 cylinders at TDC. This will prevent "C" washer from falling when flywheel is removed. Loosen flywheel retaining bolts and, using suitable tool (18G 304 and adaptor 304M), unseat flywheel from crankshaft. Remove retaining bolts and keyed washer. Withdraw flywheel and clutch assembly. To install, reverse removal procedure.

NOTE — As flywheel is pulled forward, small amounts of oil may drop onto disc.

CLUTCH MASTER CYLINDER

Extract clevis pin securing master cylinder push rod to clutch pedal. Disconnect hydraulic union from cylinder. Withdraw two mounting bolts from firewall and lift complete assembly from vehicle. To install, reverse removal procedure.

CLUTCH SLAVE CYLINDER

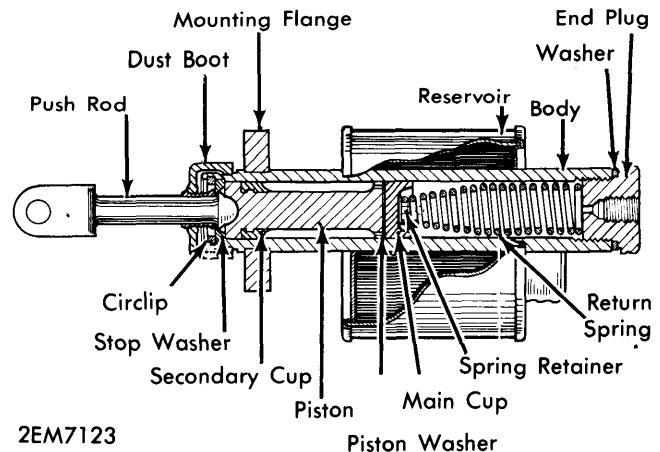
Drain slave cylinder. Disconnect hydraulic inlet line. Withdraw bolts securing cylinder to bell housing and disconnect clevis pin at push rod. To install slave cylinder, reverse removal procedure.

NOTE — After installing either master cylinder or slave cylinder, bleed hydraulic system. See *Hydraulic System Bleeding*.

OVERHAUL

CLUTCH MASTER CYLINDER

- 1) Drain fluid from cylinder. Pull back dust boot and extract circlip, push rod and dished washer. Withdraw remaining internal components from cylinder. Using fingers cup can be stretched over end flange of piston.
- 2) Examine all parts for damage and replace any found defective. Manufacturer recommends replacing all rubber components at each overhaul.



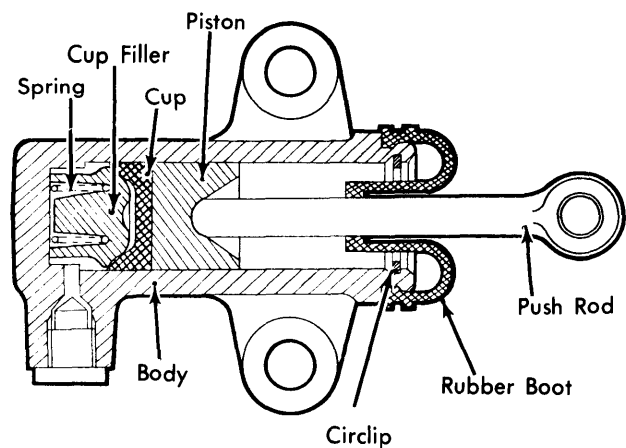
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CLUTCH MASTER CYLINDER

- 3) Prior to reassembly, lightly coat all parts with brake fluid. Stretch secondary cup over flange end of piston, with cup lip facing toward opposite end of piston. Ensure proper seating is achieved.
- 4) Insert return spring: large end first. Ensure seat fits into small end of spring. Position main cup, insert piston, and install retaining clip. Reposition dust boot.

CLUTCH SLAVE CYLINDER

- 1) Thoroughly clean outside of cylinder. Withdraw push rod and remove dust boot. Disengage circlip and remove piston, piston cup, cup filler, and return spring.



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CLUTCH SLAVE CYLINDER

- 2) Examine all components and replace those found defective. Manufacturer recommends replacing all rubber parts at each overhaul.
- 3) Insert return spring: large coils first, piston cup filler, and piston cup: lip first. Install piston and remaining components.

1968-71 AUSTIN AMERICA (Cont.)

ADJUSTMENT

SLAVE CYLINDER LEVER ADJUSTMENT

- 1) An adjustable stop is provided on transmission casing just forward of clutch lever. Pull operating lever outward until free play is taken up. Check, with a feeler gauge, clearance between operating lever and head of adjusting bolt (.020").
- 2) If clearance is incorrect proceed as follows: Screw stop and lock nut away from cover (to limit of travel). Fully release

clutch, hold in position and screw stop against cover. Release clutch pedal to engage clutch, screw stop to .002-.005" clearance, and tighten lock nut.

HYDRAULIC SYSTEM BLEEDING

Fill reservoir and attach a rubber tube to slave cylinder bleed valve. Submerge free end of tube in a half full container of brake fluid. Pump pedal and open bleed screw on slave cylinder approximately three-quarters turn. At end of down stroke, close bleed valve. Continue procedure until all air bubbles stop.