

# UNDER THE BONNET

by Tin-Tin

This time the final (for the moment) item on the clutch. A little research has unearthed an amendment to the workshop manual and since in the last edition I promised the engineers approach to exposing this bit of mechanism, the amendment is reproduced on a separate sheet, which I suggest you put away in a safe place. Having said that, I sincerely hope you never have to use it. If the worst happens your garage may well be glad to have a copy and it could save you labour charges, if in fact they were to try other methods without success! Never having gone this route I have never heard the sound as the clutch comes free, but by all accounts (see Toolbox) the bang is loud and memorable. Having exposed the clutch, undo the bolts in a diagonal fashion and half a turn at a time so as not to distort the cover flange. With the bolts removed ease the cover off the dowels, the clutch disc will probably now drop out. Make sure your hands are clean, for you want no oil or grease on the clutch. By far the safest thing now is to fit a new clutch for if the lining is damaged in any way it will surely fail again. NOTE the clutch is stamped 'flywheel side', so get it in the right way round or it won't work. As you reassemble the clutch disc must be realigned and I suggest you beg borrow or scrounge an aligning tool for this. Remember to replace the cover plate using the reverse of the technique used to remove it.

Now to two other matters. When the hood is down, the hood frame folds forward at either side of the seats, on some of our cars the frame can actually rub against the leather. Check your own car. If there is any possibility of wear to the leather of the seat, then pay a visit to Halfords or your local bicycle shop, and buy two rubber bicycle handle grips. These can be pushed over the offending frame and protect the leather. Do remember to take them off before you put up the hood'

The second idea came as a result of travelling over a rough section of road. The passenger door, as I thought, developed a loud chatter. Convinced I had a failed hinge or latch, I removed the sidescreen and examined both. I could find no fault. I returned to that road and drove over it again and all was quiet. Yes I had removed the sidescreen and it was that making the noise. Searching around in the workshop I found some rubber 'O Rings', how I came by them I cannot remember but I slipped one onto each sidescreen peg and the quiet rattle free ride has returned. A couple of weeks ago I was listening to a fellow who has been restoring Classic Cars for years. In effect he said, "If you don't use a car it will rot, if you do use it, it will wear out, either way the costs in the long term are about the same. For the cost of your fuel and road fund licence you might as well enjoy it" It makes you think don't it ?