

Section V— RECLAMATION SCHEMES—ALL MODELS

Flywheel
A. Wear or scoring on the flywheel pressure face

1. Remove the clutch bolts and dowels from the flywheel.

2. Machine the *whole* pressure face, not merely inside the bolts and dowels, until the score marks are removed.

The maximum amount of metal which may be removed from the flywheel face is .030 in. (.076 mm). If the face is not satisfactory after machining to these limits, the flywheel must be scrapped.

Minimum thickness after refacing is as follows:

- 2 Litre Petrol: 1.063 in. (.27 mm)
- 2½ Litre Petrol: 1.485 in. (.375 mm)
- 2 Litre Diesel: 1.345 in. (.33 mm)

B. Starter ring excessively worn or damaged

Petrol models

1. Remove the scrap starter ring by securing the flywheel in a vice fitted with jaw protectors, then drill a $\frac{1}{8}$ in. (4 mm) dia. hole axially between the root of any one tooth and the inner diameter of the starter ring $\frac{1}{8}$ in. (10 mm) deep. Care must be taken to prevent the drill entering the flywheel.

2. The operator should then stand in the position indicated by Fig. V-1, place a chisel immediately above the drilled hole, and strike it sharply.

Important Note: The starter ring will normally split harmlessly but on remote occasions rings have been known to fly asunder when split; it is therefore important that the operator should be in the position indicated and as an additional precaution, a cloth may be laid over the upper part of the starter ring.

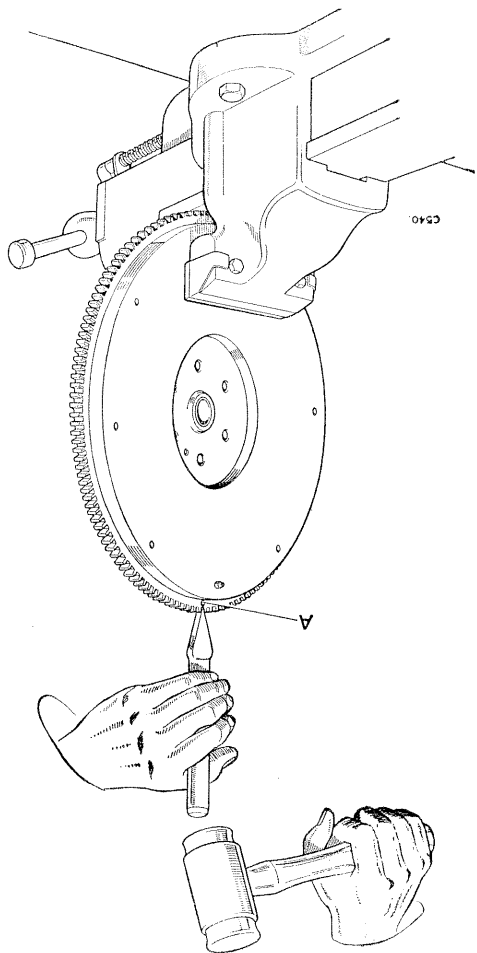
3. Heat the starter ring uniformly to between 220°C and 225°C but do not exceed the higher temperature.

4. With the flywheel placed on a suitably flat surface, position the ring on to the flywheel with the square edge of the teeth against the flange.

5. Allow the flywheel assembly to cool gradually; do not hasten cooling in any way and thereby avoid the setting up of internal stresses in the ring which may cause fracture or failure in some respect.

There should be a clearance of $\frac{1}{16}$ to $\frac{1}{8}$ in. (1.5 to 3 mm) between the inner diameter of ring and flywheel if the temperature is correct. Press the starter ring firmly against the flange until the ring contracts sufficiently to grip the flywheel.

Fig. V-1—Removing an unserviceable starter ring



Diesel models

1. Remove the clutch bolts, dowels and primary pinion bush.

2. Machine the flywheel teeth off flush and turn the gear ring spigot to the dimensions shown in the illustration (Fig. V-2).

3. Fit the ring gear to the flywheel, using the original clutch cover fixing bolts. (These bolts should be a tight fit in the flywheel, and must be replaced if in poor condition.)

4. Replace the dowel and renew the primary pinion bush if necessary.

Clutch pressure plate

When worn or scored, a maximum of .010 in. (.25 mm) may be machined off the face of the clutch pressure plate.

Brake drums

If scored or worn, .030 in. (.75 mm) may be machined off the brake drums.

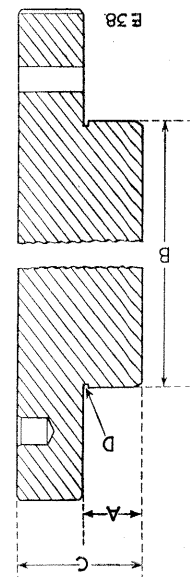


Fig. V-2—Machining flywheel for ring gear (Diesel models)
 A—Depth of spigot—.625 in. (15,81 mm)
 B—Spigot diameter—9.624 in. (244,44 mm)
 C—Minimum thickness after refacing—1.33 in. (33,8 mm)
 D—Undercut—.062 in. wide x .031 in. (1,58 x .79 mm) undercut.



PRINTED IN ENGLAND BY
JOSEPH WONES LIMITED
WEST BROMWICH, STAFFS
7245



Tony Chambers
936-6350