



J2 TECHNICAL ARTICLE

Number 164

May 14, 1983

From Octagon Heaven

Resources : Shop Manual by Blower
: Informations sheets
by M.G. Car Company

CLUTCH ADJUSTMENT AND STOP

Access to the clutch is possible by removing the inspection cover on top of the bell housing.

On the J2 there are two adjustments:

- A. The clearance between the clutch fingers and the clutch thrust race should be $3/32$ " when the clutch pedal is out of engagement.
- B. The retaining springs should be set to a clearance of 0.010" between the clutch adjustment screw and the clutch thrust pin.

See technical article number 63 written December 20, 1981 as specified in a service Information Sheet No. 11 from the M.G. Car Company.

Yet there is another adjustment that I have not been able to find any information about. One J2 owner asked about the clutch pedal travel adjustment, or pedal stop bolt.

I have however found some indication that there was a stop adjustment. First, the clutch pedal has a boss on the inside (left) of the pedal arm. Secondly I happened to find a picture with illustrations in a January 1932 service information sheet from the M.G. Car Company. This was published before J2 production but is about the J2 gear box.

On the right side of the illustration is a "Clutch pedal travel adjustment."

I can not find any indication as to how it should be set. Maybe it is to keep the pedal from hitting the bulk head, excluder plate, or bell housing?

This adjustment is one of the bolts that hold the bell housing onto the engine. It must be a longer bolt with a lock nut to be able to still do its first function of holding the bell housing to the engine.

