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From Octagon Heaven

ON THE SUBJECT OF CLUTCH STOPS

Back in technical article number 164 I discussed the clutch pedal adjustment and clutch pedal stop. This thing called the clutch pedal stop has created several questions and alternative ideas as to how the M.G. Car Company might have provided a clutch pedal stop.

One thought by one owner was a 1/4" BSF bolt with lock nut held in a tapped hole in the clutch pedal boss. That sounded logical and worthy to explore. Even though the original parts manual indicated a bolt and lock nut for the clutch pedal stop, neither I nor my "authorities" in England could find cars with holes drilled and tapped in the boss on the clutch pedal.

Both Authorities verified that the original clutch pedal stop was the stud at the pedal location. This stud was one which held the bell housing for the clutch onto the engine. There was a lock nut on the stud to secure the bell housing to the engine. A second lock nut was placed onto the stud followed by the 3/4" long nut. This long nut was adjusted to the correct place to stop the clutch pedal travel and the lock nut brought up to secure the setting. See the sketch below.

One authority stated that the whole assembly is not really needed and most owners run without it.

