

LIGHT CAR RANGE (EXCEPT ALPINE)
HYDROSTATIC SLAVE CYLINDER

It must be understood that the hydrostatic clutch system does not normally provide any free movement at the pedal, and consequently any light pressure on the pad commences the clutch release operation. Incorrect technique may, therefore, cause clutch slip.

This important fact may not be appreciated by owners who are unfamiliar with this form of clutch action, or have become used in the past to feeling a positive clearance. The importance of avoiding pedal riding, therefore, cannot be over-emphasized. Be sure this information is fully drawn to your owners and staff attention.

Whilst there is no substitute for proper manipulation of the controls, there may be instances where a reduction in the height of the clutch pedal pad can be beneficial. If you are called upon to deal with a case of clutch slip, therefore, it is recommended that packing shim, Part No. 1215492 is inserted between the clutch master cylinder and the fire wall (engine side.) This has the effect of lowering the operative height of the clutch pedal pad thereby giving a more favourable angle for the driver's left ankle.

Packing Shims were introduced on production at the following serial numbers:

<u>Model</u>	<u>Serial No.</u>
Husky II	B.2014680
Rapier IIIA	B.3055703
Minx IIIC	B.0207863

Under no circumstances should the number of shims used exceed one per car.