

## **CLUTCH COVER DOWELS AND IMBALANCE MORRIS 8 CARS 1934 to 1938**

On my 1938 Series II with it's original UB (white metal bearings etc) engine, there were no dowels to locate the clutch pressure/cover plate to the flywheel. On these engines, the clutch pressure/cover plate fixing holes and shouldered set bolts were a close interference fit instead. So if you are refitting an original type clutch pressure/cover plate to an un-dowelled flywheel using the original set bolts, it will fit correctly and will not be off-centre and consequently out of balance. These original type assemblies are recognisable as they are of a lighter construction and have six equidistant fixing holes around the perimeter.

However, as far as I can tell, all replacement clutches are likely to be of the later type that rely on dowel location, and their six mounting holes will be larger than the diameter of the original fixing set bolts. They are of a heavier construction and have two additional holes around the perimeter to take the positioning dowels.

If, as is quite possible, you fit the later clutch pressure/cover plate to an un-dowelled flywheel you will have to carefully position it centrally by eye or measurement. I did it by tightening the bolts to nip the plate against the flywheel, then tapping it lightly until it was central, and the release bearing abutment disc was central, then fully tightening and re-checking. Not very scientific but it does seem to work.

(Centring of the clutch cover/pressure plate in this way should not be confused with centring the centre plate during assembly, this is a different operation).

**If a later type clutch cover/pressure plate is bolted to an un-dowelled flywheel without centring it up before tightening the bolts, the chances are that you will have an off- centre and unbalanced clutch, this will show up with similar symptoms to an out of balance propshaft.**

### Notes.

According to the Morris Motors 1937 Parts List, no dowels are shown in the Clutch Diagram, nor are they listed as parts.

However they are shown in the Series E Workshop Manual and are listed as parts; it does therefore appear that the change to dowel location was brought in with the numerous and significant engine developments on the Series E.

As always, if you have any further information on this, or if you consider I have any of this incorrect, please let me know.

Are any Parts Suppliers selling the original type clutch assemblies? If so please let me know.