

## **CLUTCH JUDDER AND NOISES MORRIS 8 CARS 1934 to 1938**

(See also 'Clutch Assembly and Balance' Article).

This is based on my own experiences with my Series II saloon, both at restoration stage and on the road over 12,000 miles.

### **Clutch Judder**

The following items are often the cause of clutch judder :-

- a) Excessive amounts of oil leaking from crankshaft rear scroll/seal and from gearbox shaft; some minor oil leakage is, however, to be expected and is permissible. If the linings are contaminated with oil it will judder on take up.
- b) Faulty, loose or perished front engine mountings.
- c) Corroded or weakened triangular chassis mounting brackets for front engine mountings.
- d) Faulty, loose or perished gearbox mountings.
- e) Loosened rivets holding gearbox mounting cradles to chassis cross-member.

### **Clutch Noises**

The following can cause clutch noises :-

- a) A worn or damaged thrust block will screech as the pedal is depressed.
- b) An incorrectly adjusted clutch can produce a screech and/or engine-speed related knocking when the pedal is fully depressed.
- c) A loose flywheel will cause engine-speed related knocking.
- d) Not strictly clutch, but if the prop-shaft flange nuts and bolts are not tight, a sharp metallic click will be heard as the clutch is engaged and the car moves.
- e) If the wrong type of clutch has been fitted (usually recognised by an enclosed centre plate where you cannot see the cushioning coil springs) a scraping or engine-speed related knocking will be heard as the centre plate pressing contacts the flywheel, or the pressure plate cover contacts the bellhousing.
- f) A dry or damaged spigot bearing will produce an engine-speed related squeal as the drive is taken up.

### **Important Notes**

Always fully tighten flywheel mounting set bolts to 42 lb/ft and secure them to each other with a loop of wire through the holes in the heads, twisting the ends together.

Ensure that you have the correct clutch; try to get a Borg and Beck clutch with the exposed centre plate springs, I know these to be satisfactory.

Always replace pressure plate, centre plate and release bearing as a complete set.

Should you have anything to add, or to constructively criticise, I would be only too pleased to hear from you.