

CHAPTER V

The Clutch

Clutch Pedal Adjustment.

There must always be a certain amount of “free” or idle movement of the pedal, it should be possible to lift it about $\frac{1}{2}$ ”.

On the early models, no provision is made for the external adjustment of the clutch, the operating connecting link being locked with a taper pin, as shown in (!, Fig. 31). Any adjustment necessary to this type of clutch should be done by a competent service station.

Later models, GLG-1 and onwards, are provided with an adjustable link, **D**, as shown in Fig. 32, which is

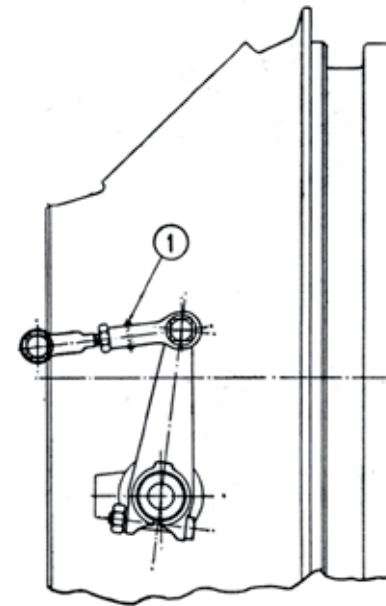


Fig. 31

coupled to the jaw, **E**, by means of a screwed sleeve, **F**, having left and right-hand threads and provided with a hexagon, **F2**.

Release the locknuts, **D1** and **F1**, and rotate the sleeve, **F**, with a spanner to obtain the correct free movement of the pedal; subsequently retightened the locknuts.

When testing and setting this adjustment, the aluminium pedal plate must be in position,

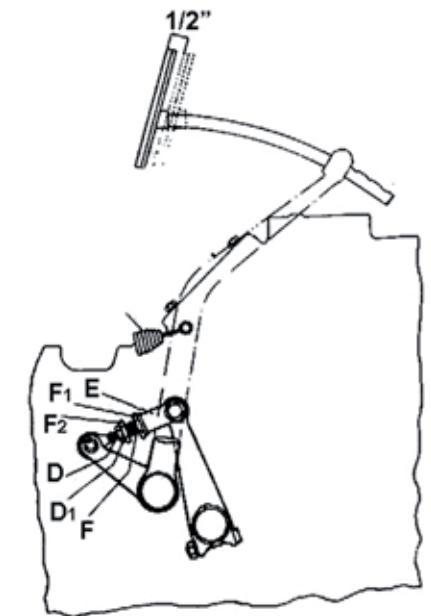


Fig. 32