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**Service Information Sheet No. 85****INTRODUCTION OF 8" DIAMETER CLUTCH IN PLACE OF  
7½" DIAMETER CLUTCH**

Commencing at Engine No. 9408 an 8 in. diameter Clutch has been introduced. This has been done to alleviate the synchro noise condition and to improve the torque carrying capacity.

The Engine type description has been altered from XPAG/TD to XPAG/TD/2. This has been done for the reason that while the Power Unit with gearbox complete is interchangeable, neither the engine unit nor the gearbox unit separately is interchangeable with previous engines, because the clutch thrust race is in a different position relative to the engine bell housing, and the clutch shaft and thrust face position is also different in the gearbox bell housing. This means that the old type XPAG/TD Engine and the corresponding gearbox will have to continue to be serviced.

The XPAG/TD Gearbox can be identified by the clutch fork shaft which has diameter of  $\frac{5}{8}$  in. and Part No. SA.1906/9 whereas the XPAG/TD/2 has a clutch with a fork shaft having a diameter of  $\frac{3}{4}$  in. and the Part No. SA.1906/10.

Listed below are the Parts affected by this change.

Part No.	Description	No. off.
XPAG/TD	Engine and Gearbox Unit	1
SA.2445	Power Unit with Clutch, less Gearbox, Electrical Equipment, Carburetter and Manifolds.	1
SA.1906/9	Gearbox complete	1
SA.2252/1	Flywheel with Starter Ring and Dowels	1
X.22418	Starter Ring	1
X.24436	Clutch Assembly	1
MG.900/14	Clutch Housing with Bush	1
MG.862/335	Bush for Clutch Housing	2
MG.862/300	Clutch Fork	1
MG.917/117	Clutch Fork Shaft	1
MG.862/456	Circlip	1
P.151/185	Key	1
MG.900/146	Clutch Lever	1
	Replaced by SA.1906/10	
	Replaced by SA.2445/1	
	Replaced by SA.2252/2	
	Replaced by 168020	
	Replaced by 162605	
	Replaced by SA.2239/4	
	Replaced by MG.660/104	
	Replaced by MG.795/146	
	Replaced by 168023	
	Replaced by MG.795/145	
	Replaced by X.151/8	
	Replaced by 168021	

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