



SERVICE

TECHNICAL SERVICE BULLETIN

British Motor Holdings (U.S.A.) Inc.

734 GRAND AVENUE, RIDGEFIELD, NEW JERSEY 07657

October 14, 1968

Re: Rear Clutch Spring Seat

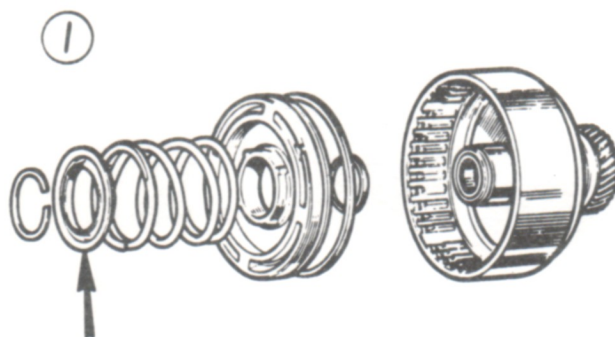
MGC Automatic

On some MGC Automatic Transmissions it has been found that complaints of

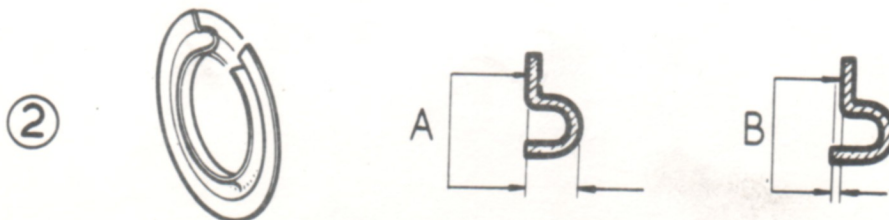
(a) transmission slip on the 2/3 upchange or 3/2 downchange

(b) slip, 'squawk' or judder in reverse

have been due to the rear clutch spring seat 17H 333 (Fig.1) being manufactured incorrectly, thus limiting the rear clutch piston travel and preventing the clutch from fully engaging.



When a transmission is being stripped for the above faults (or for any other reason) this part should be checked. If the two faces are not in line within 0.020", as at 'B' (Fig.2) a new part correct to drawing - see 'A' (Fig.2) - should be fitted. If no replacement is available, the excess material may be removed by grinding.



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It must be remembered that there are many possible reasons for the above fault(s) and systematic checks should be made that all other transmission components are operating correctly.