

Confidential  
TECHNICAL SERVICE BULLETIN

NO. 2 D 34



DATE: February 1, 1969

**BRITISH LEYLAND MOTORS INC.**  
600 Willow Tree Road • Leonia • New Jersey 07605

<b>SUBJECT:</b> BRAKE BAND ADJUSTMENTS	<b>MODELS:</b> AUSTIN AMERICA ) AUSTIN 1100 ) Automatics
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It is evident that in some instances bands are not being adjusted correctly subsequent to the transmission being dismantled. It is important that the undermentioned procedure be adopted if glazing of the band lining material and consequential power absorption are to be prevented. Note that the procedure is such that band wear is not taken into account and that due to the different mechanical arrangements employed, the travel of the reverse band servo will exceed that of either the 2nd or 3rd gear bands.

Procedure

1. Ensure that brake bands are resting against stops 'A' machined in the transmission case. If necessary, slacken locknut 'B' and screw spherical adjusting nut 'C' away from lever 'D'.
2. Adjust spherical nut to provide between 0.040in. to 0.080 in. between nut and its spherical seating in lever. This may best be achieved by screwing nut into lever until no free play exists (taking care not to move band off stops machined in transmission case) and then by unscrewing nut 6 to 12 flats.

If, with adjusting nut fully away from lever, free play cannot be obtained, the nut should be locked in this position.

