

Lagondaforum: 2L clutch

Re: 2L clutch

Written by alanelliott at Feb 01, 2008 7:22 pm

I am a new Forum member, so probably all the clutch problems are now resolved. However, I believe in keeping my 2 litre as original as possible - including the clutch! Make sure new clutch linings have plenty of metallic loading. I once fitted so-called resin-bonded linings. These were no good, slipped at the slightest provocation, would not dissipate the heat, and smelt awful. I also discovered the six clutch springs were too short - I think someone had fitted old motor cycle valve springs. Fit the correct type, backed with florins to make them a bit longer! Adjustment of the Clutch Ejector Stop is most important. Grease the driving pins. The Clutch Stop may be a primitive piece of ironmongery, but it seems to work well enough and certainly speeds-up gear chaging. With the clutch set-up correctly, I have made the fastest ever climb by a standard 2 litre at Prescott hill climb. I recommend keeping your car standard! Best wishes, Alan Elliott

Re: 2L clutch

Written by oakley at Feb 02, 2008 4:41 pm

Thank you for these useful tips - I will certainly take them to heart. Why are the clutch springs from the club too short? Florins? That's two shillings if I'm not mistaken - I seldom get these as change in tesco's 🙄 . There must be a more contemporary method?

As for the clutch-stop; even after trying 15.000 settings I did not notice any change in gearing down, and very little in gearing up. On my car at least it certainly does not "speed-up gear changing" at all and it wasn't until I disconnected the clutch-stop altogether that I could really change gear pleasantly and without nasty noises. I agree with Arnold Davey on this one.

Re: 2L clutch

Written by Tim Wadsworth at Feb 02, 2008 7:23 pm

I think you will find the club springs are as Lagonda designed. If you are prepared to use a little more left foot some spacers under the springs will give more bite. You can get the same effect by using 3.5 litre springs.

As for the clutch stop, they can work and they do make a big difference. Maybe you should try adjustment 15001

Re: 2L clutch

Written by Colin M34 at Feb 02, 2008 7:23 pm

Hello Everybody,

The late Phil Ridout was very knowledgeable on 2 Litres - Alan Elliot and I have undoubtedly supped ale together with Phil whilst he explained how important adjustment of the Clutch Ejector Stop is. Its importance is based on the fact that when the clutch pedal is depressed, it pushes the centre plate away from the driving plates and thus quickly removes any clutch drag which will slow down the change.

A properly adjusted clutch stop, should not be used on down changes – with double de-clutching the pedal should be pushed down just far enough to disconnect the clutch so the jack shaft is still spinning,. While this is happening, the gearbox is dabbed into neutral, up with the clutch, rev the engine to spin up the layshaft, then down halfway on the clutch pedal and push in the lower gear, hopefully with the two shafts synchronised. The key point is that the layshaft is not forced to slow down by the clutch stop.

Colin

Re: 2L clutch

Written by oakley at Feb 02, 2008 8:31 pm

I'm afraid I'll have to insist that for me no clutch-stop is best. And I have really tried. But, as it is, I love my car without it and I have no trouble whatsoever changing gears . You're all welcome to drive my car (when it's put back together, that is) and see for yourself! Interesting about the replacement of clutch springs with 3.5L types - what difference will it make? I did quite alright with the old ones (original 2L) but am very interested in

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any improvements.
