

# CAR SERVICE BULLETIN

Section : E

Number : 6

Where a complaint of failure to dis-engage or slow dis-engagement is encountered, it is recommended that the following action is taken:-

1. Ensure that the solenoid is adjusted and operating correctly. (See section 'E' of the appropriate Workshop Manual).
2. Remove the operating valve and ensure that the bleed hole is clear.  
**NOTE:** Great care must be taken before removing the operating valve plug to ensure that all residual pressure is dispersed by operating the overdrive control at least ten times, with the ignition on and the transmission in top gear.
3. Drain the oil from the gearbox and overdrive and refill with Shell Carnea flushing oil. With the rear wheels raised, engine running at 1,000 - 1,500 r.p.m. transmission in top gear, operate the overdrive switch rapidly for ten minutes, gradually increasing engine speed to 2,500 r.p.m. until a clean engagement and dis-engagement is obtained. Drain oil (gearbox and overdrive plugs) when hot, clean overdrive filter and refill with correct grade of oil.
4. If these operations fail to cure the condition, it will be necessary to:-
  - (a) Replace the complete unit on vehicles in warranty, or
  - (b) Change the clutch cone and brake ring and examine the clutch cone return springs for signs of breakage and check to ensure they are of the correct free length.

Subject :

FAILURE TO  
DISENGAGE OR  
SLOW  
DIS-ENGAGEMENT.

Models :

ALL MODELS  
FITTED WITH  
LAYCOCK  
OVERDRIVE

## IMPORTANT:

On no account attempt to drive the car in reverse gear with the unit jammed in the overdrive position, as serious damage will result.

DECEMBER 1966.



CIRCULATE TO :

SERVICE DIR.

SERVICE MGR.

PARTS MGR.

FOREMAN

TECHNICIANS