

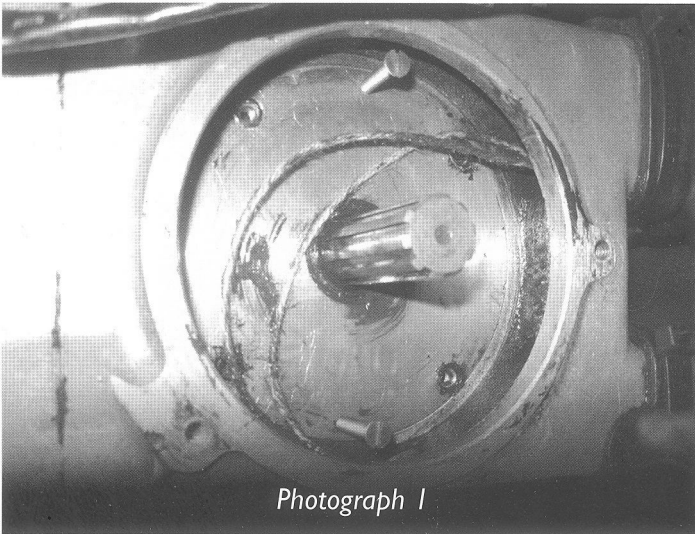
Dear Editors,

**Re: Inner workings of a Silk 700S Clutch**

As a youngster reaching for a screwdriver to take a toy apart to see how it worked, I can remember being told "If it ain't broke, don't fix it." Did I listen? You may well guess the answer.

Not being one to recognise the economy to be derived from leaving things alone I thought to venture into the innards of a Silk 700S. As having mentioned in a previous edition of YOWL a few years ago, that on riding number 130 initially I found that the clutch had the undesirable characteristic of grabbing. This, coupled with the need to rev the engine, made for difficult low speed manoeuvring and ease of producing the embarrassing stall. At this stage I will express my gratitude to Clive Worrall for his advice concerning all things Silk. Initially the aim was to establish the amount of run-out of the pressure plate, which in this case was 0.019", Clive determining that one should aim for 0.003" to 0.004".

I followed the instructions set out in the original Owner's Manual and had revealed the inner transmission gearbox mainshaft oil seal holder, now this is a delicate item, the four retaining screws had been centre punched to prevent movement and were encouraged to unscrew, release of the oil seal holder required gentle persuasion. To make this operation easier in the future two holes were drilled and tapped 3/16" BSW diametrically opposed to each other towards the edge of the plate into which screws can be inserted and progressively gently tightened to better facilitate the release of this component. That is light pressure

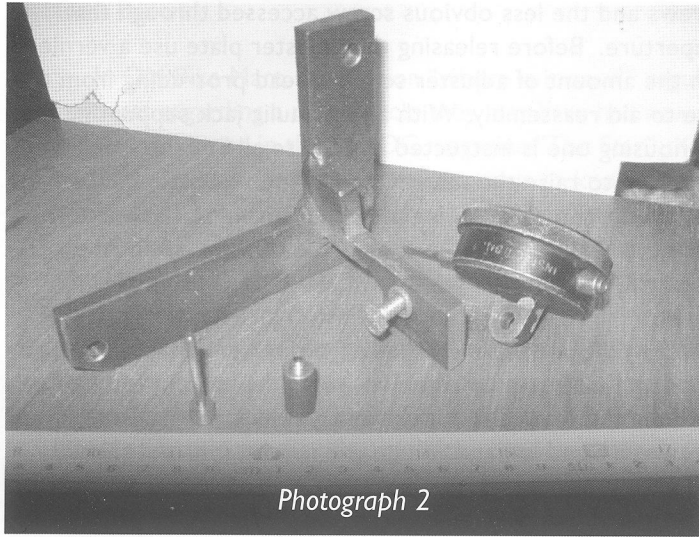


Photograph 1

only and go and do something else for a while, on one's return the bond may have broken (photograph 1).

A speed brace with suitably sized socket, shocked using a nylon hammer, aids release and tightening of the pressure plate adjusting nuts.

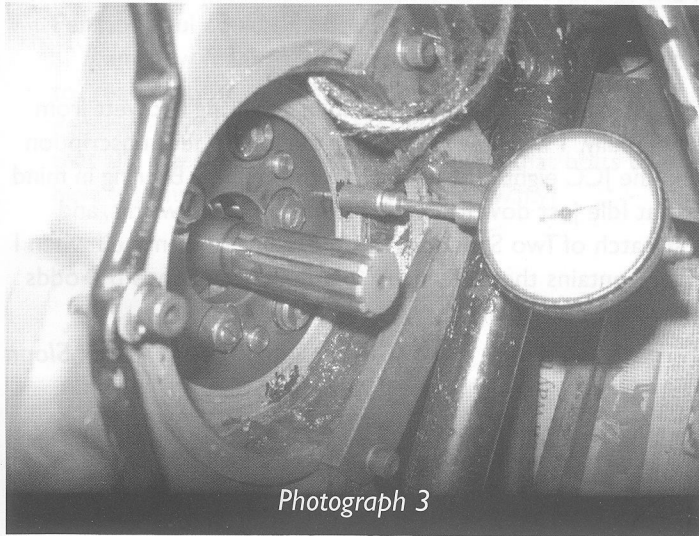
Photographs 2 and 3 show a fixture to support



Photograph 2

a test dial indicator together with tappet guide and tappet. The lower right-hand oil seal holder fixing screw tapped hole is positioned conveniently to clear both the coverplate adjusting nuts and the clutch spring cups. Unified threads below 1/4" appear to become a mystery, 3/16" BSW came to the rescue when threading the

stub nose on the tappet guide. Due to the small number of full threads in the hole only screw the guide in FINGER TIGHT. I use a 'big print version' TDI i.e. 0.0001" increments which makes 0.001" divisions easier to see. With the pressure plate run-out set to 0.003" the clutch function was much improved. On replacing the oil seal holder I aim to use the thinnest and least amount of non-setting sealant one can apply to be effective, in case this part has to be removed in the future.



Photograph 3

I could have left things as they were, but sometime later I was informed of Clive Worrall's seven friction plate clutch conversion to better cope with torque, well why not fit this? To introduce the new components one has to remove the inner clutch cover. Follow the instructions in the manual, loosen the

obvious case holding screws and the less obvious screw accessed through the primary chain adjuster aperture. Before releasing the adjuster plate use a vernier depth gauge to ascertain the amount of adjuster screw thread protruding from the tensioner mounting plate to aid reassembly. With an hydraulic jack supporting the rear of the transmission housing one is instructed to release all but the front two engine securing bolts and then to raise the rear of the engine to obtain enough clearance to remove the housing, at which point the chain fairing clashes with the frame preventing sufficient clearance for the housing to be removed. Some resort to the mutilation of the casting to gain the necessary clearance. I preferred to exercise the wisdom of Tevye by 'reviewing the situation', the result being that with various restraints removed from alternator lead, ignition sensor, temperature sensor, engine oil feed pipe and carburettor released from adaptor, the front of the engine was supported on stout wooden blocks and a slow tapering wedge, the two front mounting bolts were removed and the engine moved forward slightly enabling the casing to be extracted.

I think it best to say that with less than eleven thousand miles recorded on the odometer the original clutch plates showed little sign of wear, thus again confirming paternal wisdom, and I have yet to induce clutch slip symptoms to date with either set of friction plates despite my best efforts!

*Des Wilkey*

Dear Editors,

I joined the Jowett Car Club back in June, my first step in acquiring a Jowett from the twenties, a short four hopefully. I was able to transfer the joining fee/subscription easily by bank transfer, using the JCC eight digit bank account number. Bearing in mind that the Jowett factory was at Idle just down the road from the Scott works, and that Jowett's made the first batch of Two Speeders in 1908, I smiled to myself when I realised the account number contains the sequences 498 and 596 - what's the odds against that happening, I wonder?

*Nick Sloan*