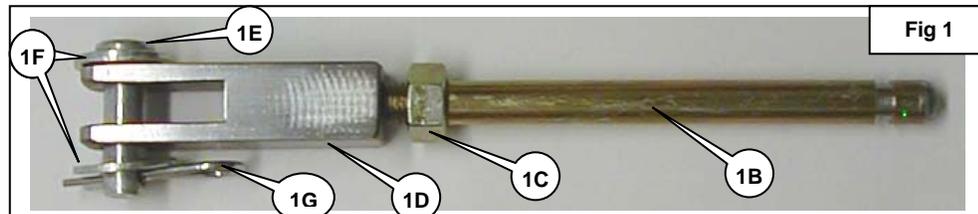


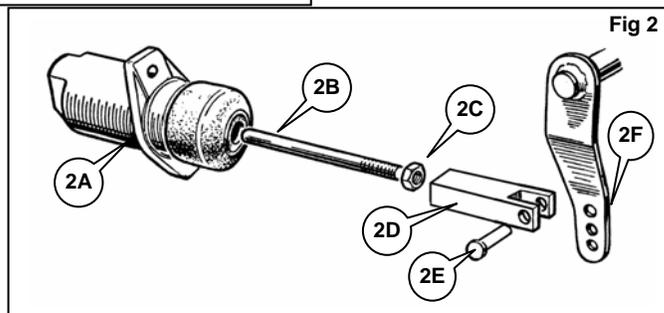
Supplemental Information & Instructions for 596-046 Adjustable Pushrod for the Clutch Slave Cylinder TR 250 & TR 6

More has been written about the TR250-6 clutch problems than any other technical topic on these vehicles. The TR250 and 6 uses a non-adjustable pushrod with a self-adjusting Lockheed slave cylinder. When a problem develops with the free-play, the only remedy has been to replace the slave cylinder. Some owners have gone so far as to fit the earlier Girling (not-self adjusting) slave cylinder with its adjustable clutch pushrod assembly. While this solution has an excellent reputation, it can be expensive. This adjustable pushrod gives you direct control of the free-play using the stock TR250/6 clutch slave cylinder, making it an effective, but much less costly solution.



Contents of the Assembly (Fig 1)

Ref	Item	Description	Qty
-	980-075	Instruction Sheet (this document)	1
1A	596-046	Pushrod Assy, Adjustable	1
1B	-	Pushrod, for adjustable assembly	1
1C	310-140	Nut, 5/16 UNF	1
1D	-	Clevis or Fork	1
1E	-	Clevis Pin, 5/16	1
1F	-	Flatwasher, 5/16"	2
1G	-	Spring Clip	1



Instructions (Fig 2)

- 1) Back off the jam nut (2C), and remove the clevis pin (2E).
- 2) Install the pushrod assembly (2B, 2C, 2D) in the slave cylinder (2A).
- 3) Rotate the pushrod (2B) until you can fit the clevis pin (2E) through the clevis (2D) and the middle hole in the actuating lever (2F).
- 4) Rotate the pushrod (2B) until all the free play is taken out of the linkage. *The easiest way to tell is to move the pushrod in-out; when you can't move it any more, stop. The free-play is now zero.*
- 5) Tighten the adjusting nut (2C) until it contacts the back of the clevis (2D).
- 6) Now back off the adjusting nut (2C) until the clearance between the nut (2C) and the back of the clevis (2D) is 0.30" which is 3/10th of an inch, or 7.62 MM. *The TR4A TSB T-66-55 says the clearance between the clutch slave cylinder operating piston and the pushrod should be 0.30".*
- 7) Rotate the pushrod (2B) until the nut (2C) is tight up against the back of the clevis (2D).
- 8) Tighten the nut (2C) with a wrench to lock the clevis in place. *The free-play is now 0.30".*
- 9) Check the clutch free play when you change your oil and adjust as necessary.

Warning! If you totally eliminate the free play in the clutch linkage you run the risk of pre-loading the release bearing, which means it is rubbing against the fingers of the pressure plate. This will cause the release bearing to fail at best, and wear out the rear thrust washer in the engine at worst.



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