

Mincomp's Corner

September, 97



Mini clutch's and how they work or how they don't work always seems to perplex and annoy. It seems as though that with the mass quantities of Mincomp 1380's that Mini Mania has sold over the last several years that the only problem I have had with any one of them has been the clutch related, and in every case a bit of telephone coaching has solved the problems. The coaching usually goes like this:

1. Check that the throw-out arm is not bent back. The early arms were quite weak and were prone to bending away from the slave cylinder,

thus causing insufficient slave travel use arm 22A2204.

2. Check push rod length. Over the years it is possible for a non stock length to have been used thus again causing insufficient slave travel (ed.note-The Sprite pushrod is about ½" shorter than the Mini.) Check the slave cylinder travel by removing the two bolts that fasten it to the flywheel housing and with your finger push the slave cylinder all the way against the pushrod (connected to the throw out arm.) At this point the slave cylinder mounting holes should be ½ center to center to the threaded holes in the flywheel housing. If it is not you will have to compensate some where. In most cases the nicest way to compensate is to make up an adjustable push rod from the stock one (13H396). (ed. note – this assumes your throw out arm ball end opposite the push rod end, has a true round end on it and not a worn flat spot. Check also that the various clevis pins are not worn.)

3. Check the height of the clutch pedal from bare floor at a 90 degree angle to the back of the pedal it should measure 6 to 6.5 inches. If it is not-the only answer is to heat it up and bend it back to stock. P.S.-don't try to short cut the measurement by eye balling it to the brake pedal-it is probably bent to hard and you might just as well fix that one while you have the energy. One other check should be the carpet under the clutch pedal, be sure to keep only a single layer of carpet, no padding, under the pedal. Restricting of downward movement will also cause a problem.

4. On verto clutch (latest model) systems you can use the standard slave cylinder rather than buying the expensive verto slave but you will have to use the verto throw out arm (DAM5355), slave mounting plate (dam5992) and push rod (13H396).

If all the above tips do not help then you have to buy a new master and slave cylinder but these are not usually the immediate problem and usually if you have replaced them first it really is only a band-aid for any of the above problems. To prevent future problems you should check for any of the above conditions even if you think your system is currently operating fine!

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