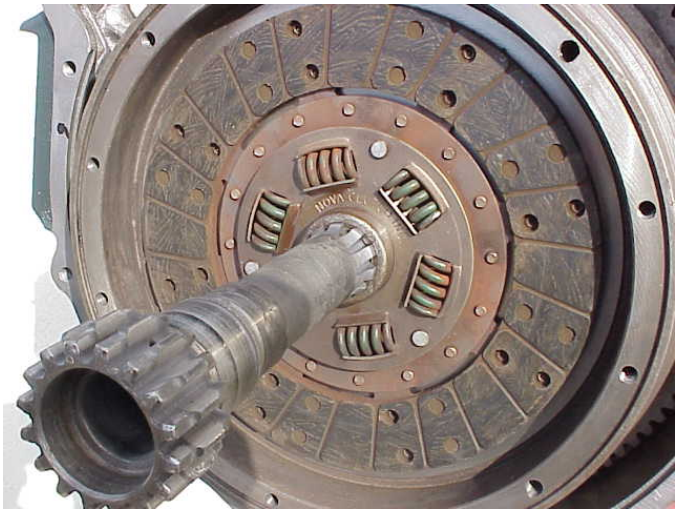
Clutch Failure

by Tom Endy

Clutch failures in a Model A have become more prevalent in recent years due to the construction style of the clutch disks being marketed by most Model A suppliers. If you recently purchased a clutch disk take notice that the six springs in the center of the hub are not secured very well. Each spring appears to be held in place only by its own spring tension. Quite often a spring will dislodge from its window and jam the clutch.



The six springs are not well secured. They can easily become dislodged.

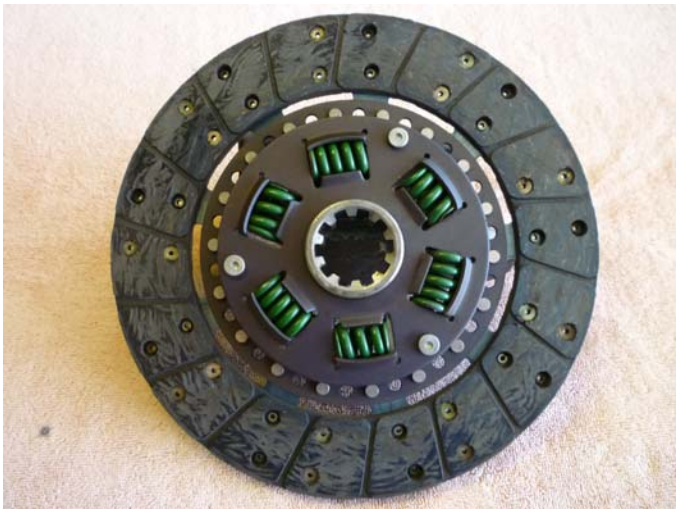


A Nova clutch disk: Note how each of the six springs are secured by a flange top and bottom. Flanges are installed on the backside as well.

The Nova Company manufactured a good quality clutch disk for the Model A. Each of the six springs in a Nova clutch were held in place on both sides by a flange at the top and bottom of the window.

The Nova Company went out of business a number of years ago and since then clutch disks offered by Model A suppliers do not incorporate retainer flanges to secure the springs in place.

Bratton's Antique Auto has begun marketing a clutch disk similar to the Nova clutch that uses retainer flanges to secure the six springs. As far as I know Bratton's is the only supplier that is marketing this type of Model A clutch disk.



Bratton's 2013 catalog, page 50, part number 11400, $34.70 each.

The original Model A clutch disk did not incorporate springs at the center of the hub. The addition of springs in a clutch disk was incorporated in later years to reduce the possibility of the clutch chattering.



The original Model A clutch disk did not have springs.