

HUDSON MOTOR CAR COMPANY DETROIT, MICH., U.S.A.

CABLE ADDRESS
HUDSON CAR

TECHNICAL SERVICE BULLETIN

TS 77-9

File Under: Clutch, Transmission
Propeller Shaft

All Hudson Owners Using Fluid-Cushioned Clutch

Proper Clutch Flushing and Lubrication

Following is the method recommended in the Hudson Service Merchandiser, dated Dec., 1951, for draining and cleaning the clutches of Hudson cars through 1954, except Jet) in order to remove gum and oxidation deposits which cause clutch sticking.

It is important that this procedure be closely followed and the engine run sufficiently to warm up the clutch parts to approximately 100 degrees before flushing. If the parts are at a low temperature, the solvent will not be effective and, on the other hand, if the temperature is too high, much of it will vaporize.

Procedure

1. Remove the flywheel pan.
2. Turn flywheel until drain plug is at its lowest position. Remove plug and drain out the old clutch compound.
3. Turn flywheel until clutch filler hole is opposite timing opening in rear engine plate and with a filler gun, inject one pint of suitable cleaning solvent. (NOTE: In light of this directive being written in 1951 carbon tetrachloride may no longer be available - a suitable substitute will probably have to be found.)
4. Replace plug and with a stick of proper length or clutch pedal depressor, hold clutch in disengaged position.
5. Drain clutch again making sure filler opening is at extreme bottom position to remove all solvent. Turn flywheel until filler opening is again exposed at the rear engine support plate. Introduce 1/3 pint of new Hudsonite compound and replace plug.
6. Replace flywheel cover.

Yours very truly,

A. E. Adams
Technical Service Editor