

HOW TO REMOVE THE WATER DISTRIBUTION TUBE

FROM A 232/262/308 CUBIC INCH HUDSON ENGINE

Thanks to Rudy Bennett of El Paso Texas who shared the following procedure

The following instructions require the water pump to be removed from the engine. Removal of the head is not necessary, but if it is removed you can spray the water passages from the top of the block deck with lubricant to aid in the tube removal. Spray lubricating oil inside of the top of the cylinder block as you look down inside of the water holes. Let the lubricant work for a few minutes, then do the Tug-Of-War.

Step 1---Bend the brass folding tap at the front of the engine outwards. When installed, this tab is bent flat against the front of the block (the tab is part of the tube which aids in tube removal)

Step 2--- Remove the small core plug from the rear upper part of the block. Drilling the core plug and using a self tapping sheet metal screw will allow you to pry the plug out of the engine block. With the plug removed you can see the end of the Distribution tube just inside of the block. (this is the end of the tube and it is folded over to seal the end of tube)



Step 3 -- Clamp a Vice Grip pliers to the tab end at water pump end of the water distribution tube.

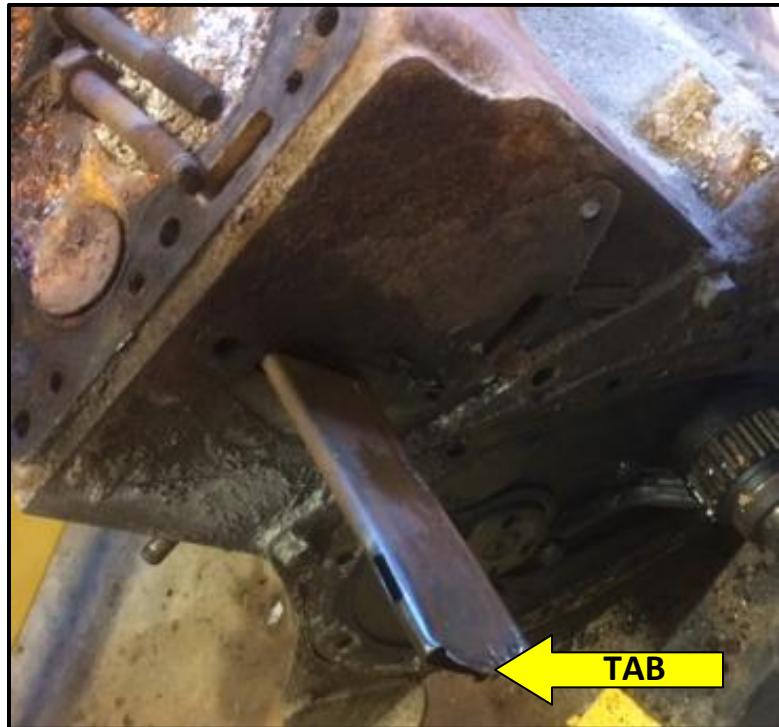
Step 4 - Using a blunt end of a chisel or other suitable tool, place it into the hole at the end of the block. Have an assistant gently tap on the tool with hammer. Make sure your push tool is firmly against the end of the tube while using the hammer. At the same time as the hammering is being done, pull on the Vice Grip pliers clamped onto the tube tab. If needed, put a large flat blade screw driver behind the end of the Vice-Grip to allow the application of firm pulling pressure on the vice grip pliers.



Step 5--- Both you and your assistant working together, using care will assure the tube removal with no or minimal damage. In case of large quantities of rust around the tube; working the tube slowly with lots of penetration oil to lubricate should overcome the rust.

Push at the back and pull at the front.

Clamp the Vice Grip to the tube Tab tight enough so it will not slip off the tab. (Bend the Tab very slowly as to not break it.) If the tab breaks off the tube, the tube is still usable.



The following shows a water distribution tube from a 1955-56 engine



1955-56 308 Deflector Manifold dimension's (the early manifolds have less holes and some are smaller)

Starting on the piston side of Man.--there are 4-3/8 holes drilled to the rear and holes are to the #6 piston and #4 piston. The Valve Side has 9 holes. Starting from the front-- 4-1/4 holes. The center has 1-1/4 and 2-5/16 holes. The rear has 2-3/8 holes. There are 6- 11/64 wide Slots in the top. (notice. that there are NO holes at the front # 1-2-3 cylinder side)