

# WRP

*"for Hudson Motor Cars"*

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## Following Items to Check For Proper Clutch Operation:

### \* (Other than pressure plate and clutch disc)

- \* Input Shaft (check for being twisted, excessive wear at pilot end, and front transmission bearing being excessively loose)
- \* Clutch Cross-Shaft and Cross-Shaft Bushings in Bell Housing
- \* Throw-Out Bearing Yoke for Bad Wear (what did old throw-out bearing housing look like, deep worn spots in bearing housing where yoke contacts?)
- \* Flywheel Resurfaced Correctly and Torqued to Correct Specs with Clean Flange on Crank and Flywheel
  - \* Check/Inspect Flywheel and Ring Gear (hotspots, warpage, and bad teeth on gear)
  - \* Inspect Pilot Bearing (make sure it is installed true in the flywheel, check for smooth operation)
- \* Check Front Input Shaft Seal (if seal leaks; it leaks gear lube into clutch assembly)
- \* Alignment of Transmission with Engine (bell housing bolt-up surface clean and free of dirt)
- \* Back of Block Cleaned and Dowels Inspected and Secured in Place
- \* Check for Worn Linkage Rods and Bell Crank Bushings
- \* Engine and Transmission Mounts Are Solid and Secured Properly (not soft)
- \* Engine Tune (is it running properly?)
- \* Inspect Starter Thoroughly (starter bushings, and Bendix/**refer to shop manual**)
- \* Check/Inspect U-Joints (can cause vibration)
- \* Reverse, Low, Second and Third Shift Lever On Transmission for Free Movement
- \* Check Shift Cable for Free Movement (single lever trans)

**NOTE:** Make sure to fill transmission and overdrive. Be sure to fill clutch fluid in the clutch.

**\*\*\*The above items are not necessarily in this order; these are just some of the areas of concern\*\*\***

**~Every Vehicle is Different~**