

Used On:

- 9A3—OLDSMOBILE 6 MODEL F-34 (1934).
PLYMOUTH 6 PF, PG, PE (1934).
STUDEBAKER 6, A & YR. AH'D (1934).
- 9A6—LA FAYETTE, 110 ('34), 3510 ('35), 3610 ('35-36).
NASH '400' 3540, 3640 ('35), 3640-A ('36).
OLDSMOBILE 6, F-35 ('35), F-36 ('36).
PLYMOUTH 6, PJ, PJ(E) ('35), P1, 2 ('36).
STUDEBAKER 6, 1A, 2A ('35), 3A, 4A ('36).
- 9A6—NASH-LAFAYETTE, MODEL 3710 (1937)
OLDSMOBILE SIX, MODEL F-37 (1937)
PLYMOUTH, MODELS P3, P4 (1937)
STUDEBAKER DICTATOR, MODS. 5A, 6A (1937)
- 10A3—CHRYSLER 6, AIRSTM CA, CB ('34).
DE SOTO AIRFLOW SE (1934).
DODGE 6 DR, DS (1934).
HUPMOBILE 417-W ('34), 517-W ('35);
421-J ('34), 521-J ('35).
NASH 1220 ('34), 1280 ('34).
OLDSMOBILE 8, L-32 ('32), L-33 ('33).
- 10A4—LA SALLE 350, SERIES 50 ('34-35), 35-50 ('35),
36-50 ('36).
OLDSMOBILE 8, L-34, 35, 36 (1934-36).
- 10A6—CHRYSLER 6, C6 ('35), C7 ('36).
CHRYSLER AIRSTM 8 CZ ('35), C8 ('36).
DE SOTO AIRFLOW SG ('35), S2 ('36).
DE SOTO AIRSTM SF ('35), S1 ('36).
DODGE 6 DU ('35), D2 ('36).
HUPMOBILE 6, 518-D ('35), 618-G ('36).
NASH 1220 ('34), 3520 ('35), 3620 ('36).
NASH 3580 ('35), 3680 ('36).
REO 6, 6A ('35), 6D ('36).
- 10A6—CHRYSLER IMPERIAL, MODEL C14 (1937)
NASH AMBASSADOR EIGHT, MOD. 3780 (1937)
- 10A7—CHRYSLER ROYAL, MODEL C16 (1937)
DE SOTO, MODEL S3 (1937)
DODGE, MODELS D5, 6, 7 (1937)
NASH AMBASSADOR SIX, MODEL 3720 (1937)
OLDSMOBILE EIGHT, MODEL L-37 (1937)
- 11A3—NASH AMB. 8, 1290 (1934).
- 11A5—CHRYSLER AIRFLOW CU, CV (1934).
- 11A6—CHRYSLER AIRFLOW C1 ('35), C9 ('36).
CHRYSLER IMP'L C2, 3 ('35), C10, 11 ('36).
- 11A6—CHRYSLER CUST. IMP., MODEL C15 (1937)
CHRYSLER AIRFLOW, MODEL C17 (1937)

NOTE:—Buick 40 (1934-36). Borg & Beck driven plate used. Driven plate data below applies.
La Salle (1934-36). Long Type 10CF-CI driven plate used on this model. See article on Long Model 'CF' clutch for driven plate data.

Willys 77, 37. Driven plate on this model is Borg & Beck type. Driven plate data below applies.

Oldsmobile 6 & 8 (1937)—Special clutch release plate and steel spacer assembled on release levers as part of clutch assembly. Held in place by special release lever return springs (anti-rattler springs and separate bearing plate retainers not used). See special instructions, in Assembling section below, for spacer servicing and release plate assembly.

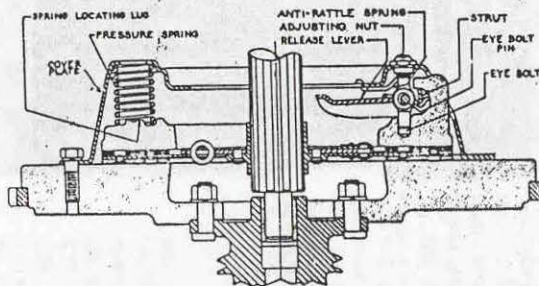
NOTE—Manufacturer recommends use of Borg-Warner UF-300 fixture for servicing clutch. Fixture consists of surface plate, which duplicates driving surface of flywheel, clamp screws to clamp clutch cover against plate, arbor press to compress springs in dismantling clutch, and gauge standard for use in setting up release levers.

DESCRIPTION:—Single plate, dry disc type. Three release levers mounted on bolts piloted in pressure plate and held in clutch cover, actuate clutch through struts which provide 'knife-edge' action.

Servicing directions below apply to pressure plate assembly. See Driven Member Section if pressure plate not to be dismantled and rebuilt.

SERVICING:—Mark all parts before dismantling clutch and reassemble in same position (necessary to maintain balance). Replace grooved, checked or warped pressure plates. Replace springs when pressure plate discolored from heat (test springs as directed below).

Dismantling:—Place clutch on fixture or arbor press supporting pressure plate under release levers, place block across cover resting on spring bosses, compress cover slightly, remove metal staking in adjusting nuts by running hacksaw blade through slot, remove nuts, release pressure slowly, remove cover and springs. Remove release levers by grasping lever and eyebolt between thumb and forefinger, so that inner end of lever and upper end of eyebolt are pressed together. Lift strut over ridge in end of lever (press lower end back against lug), lift lever and eyebolt out.



Clutch Springs:—Release springs should check with table below. Replace springs if weak or burned or if clutch has been subjected to excessive heat.

Part No.	Color	Pressure (at 1 11/16")
2958.....	Black or White	160 lbs.
2994.....	Yellow or Brown	140 lbs.
3031.....	Red or Blue	180 lbs.
3534.....	Pink or Gray	200 lbs.
3814.....	Purple	135 lbs.
3817.....	Green	110 lbs.
3951.....	No Color	155 lbs.

Assembling:—Place pressure plate on fixture or arbor press, supporting plate under release lever lugs. Install lever, eyebolt and strut assemblies by reversing removal procedure. Place pressure springs in seats on plate, install anti-rattler springs (see note) in cover, place cover on pressure plate. Make certain that pressure springs are seated and that anti-rattler springs are in place on release levers. Compress cover slowly guiding eyebolts through bolt holes in cover. If assembly made on fixture use clamps to clamp cover flange to plate at mounting holes. Assemble eyebolt nuts, turn nuts down until flush with head of bolt. Compress and release clutch levers several times to seat all working parts. Then adjust release lever heights.

NOTE—On Oldsmobile 1937 models where release lever springs used instead of anti-rattler springs, install these springs with cross-wire straddling lever tip and coils at either side of pressure plate lug. Free ends of springs will extend up so as to contact clutch cover when installed.

Oldsmobile 6 & 8 (1937)—To replace steel spacer on the cast-iron release plate, place plate face down on bench, install spacer engaging the 3 prongs in the release plate holes, place a wooden block on the spacer lugs, tap spacer down until it is firmly seated on release plate bosses. Use extreme care not to distort spacer or mar spacer lugs which engage release lever slots. To install this assembly, place assembly on release levers with spacer down and lugs engaging release lever slots, lift lever return spring cross-wires and snap in place in release plate lug grooves.

Release Lever Adjustment (On Fixture):—Special lands or height blocks must be in place under pressure plate. Install lever indicating plate on release levers (all models except 11A6—on Oldsmobile models release plate must not be in place on levers). Set adjusting arm at 2 5/16" (9A3, 6; 10A6, 7), 2 1/16" (10A4), 1 13/16" (11A3, 5, 6). Install arm and sleeve assembly on fixture. Swing arm over each release bolt in turn, turn release lever eye bolt nut until tip of lever just contacts lever indicating plate, lock nut by peening metal of nut into bolt slot, recheck setting.

NOTE—If Chrysler Clutch Fixture used in setting up release levers on Chrysler, DeSoto, Dodge, or Plymouth clutches, adjust release levers to .005" clearance between lever tip and underside of gauge plate.

Release Lever Adjustment (without Fixture):—Use Borg & Beck A1 type gauge plate, assemble plate in clutch on flywheel in place of driven plate, positioning gauge lugs under release levers. Place short scale or straightedge on edge on boss in center of gauge, adjust release levers until they just contact edge of scale.

DRIVEN MEMBER:—Manufacturer recommends installation of new driven member with new clutch facings rather than relining clutch. Driven plate hub (spring dampener) cannot be serviced in the field. Two types of plates used: (1) cushioning secured by slotting plate into concave and convex segments, (2) Separate cushioning springs under one facing. Type used can be determined by inspection. Instructions on relining each type given below.

Segmented Type Plate:—Driven plate slotted radially and segments alternately convex and concave. Tongue formed in each section by 'U' shaped cut-away. Each facing riveted individually at outer holes on convex side of segments (alternate segments) and to inner point of tongue on intervening concave segments.

To Remove Facings—Drill out rivets to remove old facings. Do not punch out rivets as this will distort disc and damage tongues.

Installing Facings—Insert rivets on facing side (head in countersunk hole of facing). Roll rivets on plate side—do not use split rivets. Each facing must be riveted individually with facing drilled to permit working through facing to head rivets for facing in opposite side.

Installing Driven Member—Plate marked 'Flywheel side'. Install with this side toward flywheel.

Cushion Spring Type Plate:—Facing on pressure plate side riveted only to series of individual cushion springs by two short rivets at tongue end of each spring. Cushion springs riveted to plate together with facing for flywheel side by two long rivets on each spring.

(From Colin McFarlane)

Member Jerry Schlegel and his brother Jim, after reading Bill Deibles advice regarding Chevrolet clutch plates in the Dec. '69 Issue, correctly deduced that a stub shaft from one of those Chevy transmissions could be used as a clutch aligning tool! everything fit perfectly... spline, pilot bearing, the works! Good thinking fellows! It hadn't occurred to us!