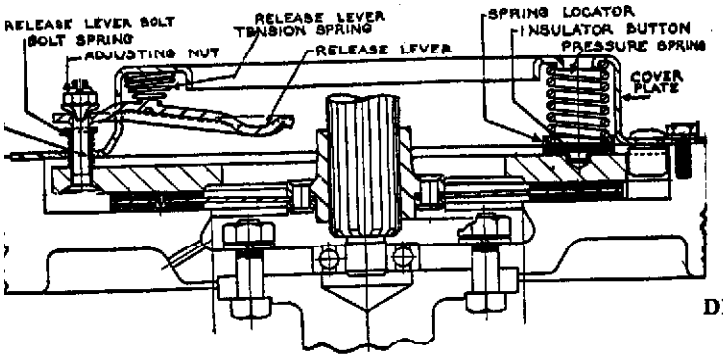
LONG MODEL 9AB

Assembly Number — Used On:

BL-1523—FORD V8, PASS. CAR & COMM'L. (1934)
BL-1578—FORD V8, ALL TRUCKS (1934)
BL-2122—AUBURN 8, 851 (1935), 852 (1936-37)
GRAHAM 6, MODEL 73 (1935)
GRAHAM 8, 72, SCHGD. 75 (1935)
HUPMOBILE 8, MODEL 527-T (1935)
STUDEBAKER COMMANDER, 1B (1935)
STUDEBAKER PRES., 1C('35),2C('36),3C('37)
BL-2224—AUBURN SCHGD. 8, 851 ('35), 852 ('36-37)
BL-2984—AUBURN 6, 653 (1935), 654 (1936-37)

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. Six release levers pivoted on release bolts at rim of pressure plate with edge of cover at lever hole serving as fulcrum to actuate clutch. Servicing directions below apply to pressure plate assembly.



SERVICING:—Mark all parts before disassembling and reassemble in same position. Replace grooved, warped, or checked pressure plates. Replace springs when pressure plate discolored from heat.

Dismantling:—Break release lever bolt nut locks by running hacksaw blade through bolt slots. Place clutch in fixture or arbor press, compress cover slightly, take off release lever bolt nuts, release pressure slowly, lift off the cover plate. Remove and test clutch springs.

Clutch Springs:—Pressure springs should check with table below. Replace springs if weak or burned or if clutch has been subjected to excessive heat. Twelve springs used on all models.

Spring Specifications

Spring No.	Pressure	Free Length	No. Coils
	@ 1 9/16"		
C-1965	90-100 lbs.	2¼"	8¾
C-2045	110-120 lbs.	2¼"	8¾
C-2096	120-130 lbs.	2½"	8½
C-2141	130-140 lbs.	2¾"	8½
C-3097	110-120 lbs.	2¼"	8¾
C-3098	110-120 lbs.	2¼"	8¾
C-3410	120-130 lbs.	2 15/32"	8½

Release Lever Assembly:—Place cover plate upside down on bench, place lever tension springs on cover, install levers forcing springs into place under lever. Make certain that springs are seated within cover and that small end of spring engages lug on lever. Then install cover assembly on pressure plate.

Assembling:—Place pressure plate on fixture or arbor press, insert release lever bolts through plate, install springs on bolts, assemble spring locators, locator buttons and pressure springs on pressure plate. Install cover, compress cover about ½ until release bolts are just short of entering holes in levers, place flat washers on release lever bolt springs (washers must not be placed on springs before cover is installed or cover will bind and be distorted. Place the special #5 (9AB), #8 (11AB) height sleeves on fixture under cover edge at levers, compress cover until it rests on height sleeves, guiding release lever bolts through holes in levers, use clamps to hold cover plate down on height sleeves. Assemble the washers and nuts in release lever bolts turning nuts down until they are flush with tops of bolts. Compress and release clutch several times to seat all parts (use weight on release levers). Then adjust release lever heights.

Release Lever Adjustment (on Fixture):—Assemble lever adjusting arm and sleeve setting bottom of of adjusting arm 1 17/32" (9AB except all Fords), 1 19/32" (Ford Pass. Cars), 1⅝" (Ford Truck and Coach), 1 23/32" (All 11AB Clutches) above bottom of sleeves and lock with thumbnut. Swing arm over each lever in turn, set lever by turning release lever bolt until lever tip contacts arm. Lock adjustment by peening metal of nut into bolt slot.

Release Lever Adjustment (without Fixture):—Use aligning shaft and adjustment sleeve (Studebaker Parts HMJ-278, 278-2). Insert shaft in splined hub of driven member (clutch installed in flywheel) place sleeve on shaft so that it contacts hub, place straightedge across top edge of sleeve, turn adjusting screws up until they contact straightedge. Lever heights must be equal within .020". Lock adjusting screws by peening metal into slots.

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. Cushioning springs are used under facing on pressure plate side of driven plate.

To Remove Facings:—Drill out twelve iron rivets mounting cushion springs on plate (two rivets radially at center of each spring), remove spring and facing assembly, drill out rivets to remove springs from facing (replace springs as complete set). Then drill out rivets mounting other facing on plate.

To Install Facings:—Install facing on flywheel side of driven plate, inserting brass rivets with heads in countersunk holes in facing and rolling rivets on plate side. Rivets are staggered in inner and outer rows around plate. Place cushion springs on second facing with clearance between spring and plate at center. Insert brass rivets with head in countersunk holes in facing, roll rivets on spring side (rivets installed in inner and outer holes alternately around plate in opposite order to those on other facing). Brass rivets must not extend through plate or springs more than 1/32" (plate end spring cutaway to provide clearance). Place facing and cushion spring assembly on plate, insert iron rivets through holes in plate and cushion springs, roll rivets (working through holes in facings). Driven member should be balanced after new facings installed.

Installing Driven Member:—Install with hub bolt nuts on flywheel side and cushioned facing toward transmission.