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All Hudson Owners
Exhaust Manifold Damper

This article from the Hudson Service Merchandiser dated May 1952, is reproduced with the thought of emphasizing this point also for the benefit of any new men in the service field.

Perhaps no other important part of a gas engine is overlooked or neglected as much as the Exhaust Manifold Damper.

Although the Exhaust Manifold Damper Shaft is of a heat-resisting steel, it sometimes sticks or becomes so tight due to carbon buildup that the springs, thermostat or counterweight will fail to move it.

When the damper action become sluggish or sticks, the results are a very slow warm-up and poor performance in winter if stuck at the "heat off" position. If stuck at the "heat on" position and the atmospheric temperature is high, engine power falls off and performance becomes sluggish. A sharp, responsive Exhaust Manifold Damper is important and accentuates engine tuning.

Should the Damper Shaft be found to be stuck, remove the thermostat and springs, apply penetrating oil or kerosene and tap the shaft for end play to break the carbon and corrosion. The shaft should not be oiled. When properly freed, carefully check springs and thermostat before installing and replace them if weak.

Very truly yours,

Art Adams

A. E. Adams
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