

## Hurth Remote Oil Change Line.

This is the routine I used when I got frustrated trying to reach the drain plug  
On my Hurth #10 Transmission, which is almost impossible to reach when the transmission  
Is in the installed position.

First I removed the transmission, ( I just rebuilt it last spring).  
I disassembled the transmission , washing all the parts in cleaning fluid to insure when I  
Put it back together it would be squeaky clean inside.

With the case halves apart and clean I removed the drain plug and tapped it for  
3/8" pipe thread, use an 3/8 to 3/8" elbow while doing this as you don't want the new  
Fitting to thread in any further then flush with the inside thickness of the case.

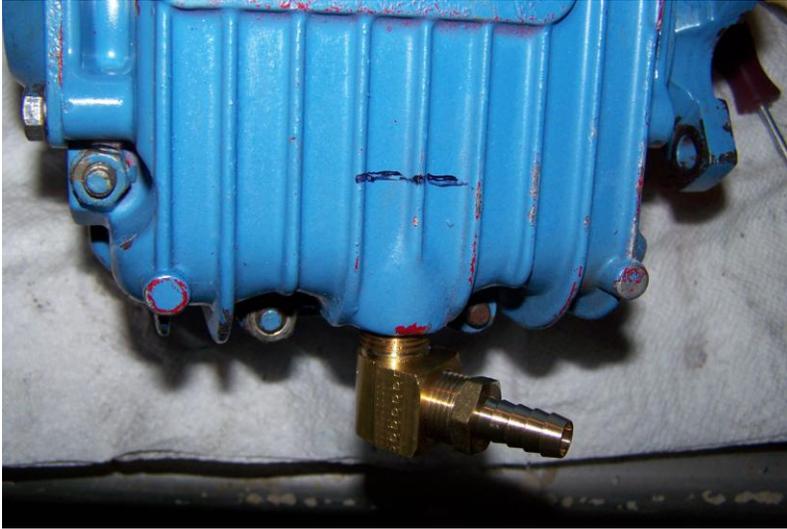


This is what's inside the case of your transmission, The reverse clutches are at the left

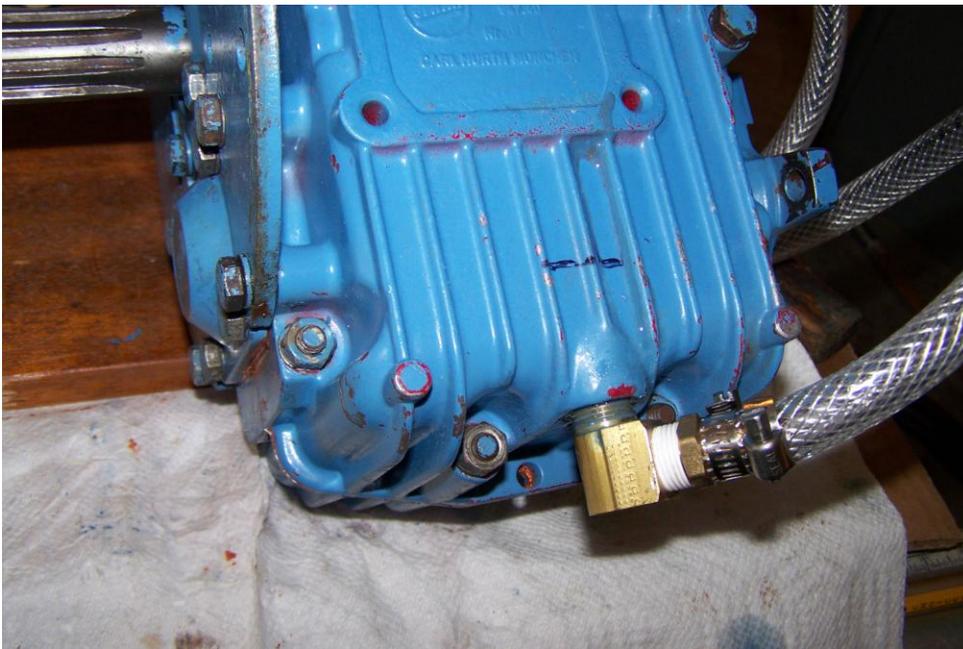
And the forward clutches are on the right.

I set the clearance on the clutches to appox 50 to 55 thousands of an inch.

Here is the 90' elbow installed in the case in place of the drain plug.



The scribed line on the case is the Fluid level when full.. you will be able to reference the Level in the hose if you use transparent hose on your installation. You'll be able to check the Oil level at a glance this way.



When using Vinyl hose like this **you must use Synthetic ATF**. Normal ATF will dissolve the hose. For long life I'd use synthetic ATF always. Resists heat and reduced wear.

I mounted a shut-off valve on the cockpit brace on the port side , the valve has 3/8"

Hose barb's on it, it's mounted just under the bottom of the cockpit floor.

Use a standard engine oil change hand pump to empty the transmission, flush your hand

Pump clean and use it to refill the transmission the same way you emptied it. Pump it back in.

I usually fill the Hurth 10 with  $\frac{3}{4}$  of a quart of ATF. It's just a little more then they recommend

, but if the seals and gaskets are good it won't hurt it.

Jim

Mist 67K