General Technical Policies and Information Bulletins

1936 - 1947

I N D E X

Form 8332

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information

1936 Bulletin Series

No. 9

Date 2/4/36

Effective October 1st

SUBJECT

TO ALL MASTER DEALERS:

FLOODED MANIFOLDS

All carburetors used on Hudson and Terraplane cars equipped with Climactic control. have the choke valve and throttle valve so inter-connected that the choke Is opened when the throttle is wide open. By cranking the engine when the accelerator pedal held down, the cylinders and manifold can be cleared if a flooded condition should occur.

Reports reaching the factory indicate that owners are not making use of this means of clearing the manifold and in some instances have continued cranking with the choke closed until sufficient fuel had accumulated in the manifold to permit it to run down into the Electric Hand power unit.

Where an ownerr has trouble after being acquainted with the proper method of clearing a flooded manifold, a drain can be installed in the manifold which will automatically drain off any excess gasoline which may accumulate. Intake Drip Pipe Service Kit Number 152002 covered in General Parts and Policies and Information Bulletin No. 19 dated January 30, 1936, should be used for this purpose.

This kit consists of a ball check valve which is screwed into the bottom of the manifold and a drain from the check tube from the check to a point below the engine side pan.

When the engine is being cranked or is running, the vacuum in the manifold closes this valve. When the engine stops the valve opens and any gasoline accumulated in the manifold will drain off. This will also take care of manifold flooding due to percolation when the engine is stopped after a fast run in hot weather.

Instruction for installation are included in each kit

M. S. Bald

Technical Division
Service Department

(THIS BULLETIN AS WRITTEN IS BEING MAILED DIRECTLY TO ASSOCIATE DEALERS AS BULLETIN NO. 4)

Form 8332

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information

1936 Bulletin Series

No. 10

Date 2/4/36

Effective October 1st

SUBJECT

TO ALL MASTER DEALERS:

PUNCTURE-PROOF INNER TUBES

PUNCTURE-PROOF INNER TUBES

In Technical Bulletin No. 6, dated November 21, 1935, your attention was called to the care used in balancing the tires used on our cars and to the possibility of getting into difficulty on this score if special inner tubes of the so-called puncture-proof type were substituted for our regular equipment.

Since issuing this bulletin, our Engineering Department has done considerable experimental testing of the Life Guard. Inner Tube made by the Goodyear Tire and Rubber Company and our findings indicate that the improvements made in the manufacture of these inner tubes have eliminated the difficulty previously encountered in obtaining proper balance of the tire and tube assemblies. As a result, this equipment is approved for use in Hudson and Terraplane cars which will enable you to supply this type-of inner tube to those owners who desire added protection against blow-outs.

Considerable knowledge and skill are necessary, however, to properly assemble and balance tires equipped with these inner tubes and we accordingly recommend that the initial installation and any necessary servicing, be handled by your local Goodyear branch or dealer.

E. J. Blum

Technical Supervisor
Service Department

(THIS BULLETIN AS WRITTEN IS BEING MAILED DIRECTLY TO ASSOCIATE DEALERS AS BULLETIN NO. 5)

1937 Series

General Technical Policies and Information Bulletins

Form 8639

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information

1937 Bulletin Series

Effective October 1st

7
Number

4/29/37
Date

SUBJECT

NEW
WALL
CHARTS

TO ALL MASTER DEALERS:

To further assist the field in servicing the Electric Hand and Automatic Clutch units, the designs and adaptations of which are exclusive to Hudson and Terraplane cars, we have, prepared and are now distributing two new wall charts.

These new charts are of the same size (25 x 38 inches) and follow the same general lines as the lubrication and engine tune-up charts you are now using, and were gotten up primarily to aid the mechanic to better understand. the functioning of these two important units as well as to acquaint them with the factory recommended procedures involved in servicing them. As in the case of the tune-up chart, the checks and operations to be followed in diagnosing and correcting Electric Hand and Automatic Clutch difficulties are covered in logical order based on extensive study and experimentation and each step is clearly illustrated. By following the instructions given on these charts, your mechanics will bE able to locate and rectify Electric Hand and Automatic Clutch difficulties in the shortest time and with the least effort.

Because of their importance, it is hardly necessary to mention that they should be hung up and prominently displayed. as soon as they are received and many distributors and dealers will, undoubtedly, wish to provide them with suitable frames, as they have done in the case of the lubrication and tune-up charts.

A copy of the two now charts, protected by a heavy mailing tube, is being forwarded directly to each Distributor and Master Dealer.

E. J. Blum

Technical Service Manager.

1938 Series

General Technical Policies and Information Bulletins

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

Form 8639

General Technical Policies AND Information

1938 Bulletin Series

Effective October 1st

4
Number

2/7/38
Date

SUBJECT

TO ALL MASTER DEALERS:

CAR LOADING CHANGE

Effective with shipments of Hudson 112 models beginning February 3d, a new method of securing the front ends of both floor and staged cars in rail shipments is being allowed, which minimizes the possibility of front spring breakage due to rough handling in transit.

In the new method a special anchor plate is attached to each frame side rail at the front end, held in place by the front bumper bracket bolts. The front hold down chains, which secure the car to the loading frame or the freight car floor, are attached to these plates thus relieving the front springs of undue stresses.

These plates, of course, must not be allowed to remain on the cars but should be removed and discarded at the time of unloading or during new car inspection. This operation simply entails the removal and replacement of the two front bumper to frame bolt nuts on each side of the car.

HIGH OUTPUT GENERATOR AND REGULATOR

Whenever radios are installed in the Hudson 112 cars, it is important that the equipment High Output Generator and Current Assembly, also be fitted, in order to insure adequate capacity and protection to the electrical system.

As you know, the Standard Generator used on the Hudson 112 model. has a peak output of 17 to 19 amperes while the optional equipment generator with the regulator assembly is capable of 29 to 32 ampere charging rate. The Current Regulator Assembly, is also known as the Generator Charge Control Kit, should always be installed with the High Rate Generator because if not and the charging rate is stepped up to the proper value to take care of radio installation, there is a strong possibility that difficulty, due to burned out light bulbs or radio tubes, might result. The. Current Regulator Assembly cannot be installed with the Standard Generator
on the Hudson 112.

LOOSE FAN BELTS

Our investigation of the few complaints we have received on run down has shown that in a vast majority of cases the difficulty is directly chargeable to loose and slipping fan belts. It must be be borne in mind that considerably more power is required. to drive the high output put generator of later year makes of cars and fan belt conditions which were of little importance in connection with the older, smaller, units, now can seriously impair generator output and performance. Therefore, when complaints of run down batteries, low, generator charging rate or failure of the generator dash signal light to go out immediately after starting the engine are registered, the fan belt condition end adjustment should be looked into. Anti-freeze solution, grease and oil and dirt deposited on the sides of the belt tend to glaze the surfaces and. destroy its frictional properties resulting in slippage, even with proper tension.

(OVER)

Cooling system and oil leaks should be corrected and when the belt has become too badly saturated, glazed or worn, it should be replaced with a new one. Paint on the belt also aggravates slippage and should be removed. Proper adjustment of the belt calls for 3/4" of slack, measured by placing a straight edge on the generator and fan pulleys and pressing the belt downward at a point midway between these pulleys. A fan belt looser than this will cause slippage even when in rood condition, while a belt too tightly adjusted will shorten the life of the generator and water pump bearings.

LOOSE GROUND STRAPS

Another point which should be carefully checked when seeking a cause for run down batteries is the buttery ground strap. Looseness of the ground strap, either at the battery or frame ends, introduces a high resistance and prevents the generator from properly charging the battery. When inspecting this detail also be sure to check the bond or connection between the battery terminal and the strap proper as some cases of looseness at this point also been reported.

BATTERY CHARGING

Although we have called attention from time to time to the necessity of properly checking and servicing batteries on new cars, reports received from the field indicate that this is not generally being done. The service rendered by the battery during its life and the operation of the entire electrical system is so greatly dependent upon the care given the battery during this critical period, that we urge you to see that the batteries of all new cars in storage or on the show room floor are periodically checked kept properly charged.

If you will make it a point to do this and be sure the battery of every new car shows a gravity reading of at least 1280 before the car is placed in service, complaints of run down batteries and related difficulties, will be at a minimum.

J. Blum

Technical Service Manager

1939 Series

General Technical Policies and Information Bulletins

Form 8639

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information

1939 Bulletin Series

1
Number
11-29-38
Date

TO ALL MASTER DEALERS:

SUBJECT

CAR WEIGHTS AND LICENSING DATA 1939 MODELS

Weights of all of the 1939 cars being produced at this time with the exception of the "119" wheelbase Touring Sedan, are now available and these, together with other essential data necessary for licensing, are given below.

This information applies to both Passenger Car and Business models which will be found listed together in their respective groups.

Hudson 112 Series	Serial No.	No. of Cyl.	Bore	Stroke	A. M. A. H. P. Rating	Wheel Base	Weight Lbs.
Tour. Brougham	90101	6	3	4-1/8"	21.6	112"	2682
Tour. Sedan		6	3	4-1/8"	21.6	112"	2712
3-Pass. Coupe		6	3	4-1/8"	21.6	112"	2587
Victoria Coupe		6	3	4-1/8"	21.6	112"	2622
Conv. Coupe	&	6	3	4-1/8"	21.6	112"	2627
Conv. Brougham		6	3	4-1/8"	21.6	112"	2732
Utility Coach		6	3	4-1/8"	21.6	112"	2634
Utility Coupe		6	3	4-1/8"	21.6	112"	2714
Cab Pick-up		6	3	4-1/8"	21.6	11.2"	2770
Panel Delivery		6	3	4-1/8"	21.6	112"	2922
Station Wagon	Up	6	3	4-1/8"	21.6	112"	2880
Hudson Six Series							
Tour. Brougham	92101	6	3"	5"	21.6	118"	2847
Tour. Sedan		6	3"	5"	21.6	118"	2897
5-Pass. Coupe		6	3"	5"	21.6	118"	2757
Victoria Coupe	&	6	3"	5"	21.6	118"	2787
Conv. Coupe		6	3"	5"	21.6	118"	2782
Conv. Brougham	Up	6	3"	5"	21.6	118"	2892
Hudson Country Club Six Series							
Tour. Brougham	93101	6	3"	5"	21.6	122"	2968
Tour. Sedan		6	3"	5"	21.6	122"	3023
3-Pass. Coupe	&	6	3"	5"	21.6	122"	2648
Victoria Coupe		6	3"	5"	21.6	122"	2893
Conv. Coupe		6	3"	5"	21.6	122"	2898
Conv. Brougham	Up	6	3"	5"	21.6	122"	2983

(OVER)

Hudson 112 Series	Serial No.	No. of Cyl.	Bore	Stroke	A. M. A. H. P. Rating	Wheel Base	Weight Lbs.
Touring Brouham	95101	8	3”	4-1/2”	28.3	122”	3138
Touring Sedan		8	3”	4-1/2”	28.8	122”	3193
3-Pass. Coupe		8	3”	4-1/2"	28.8	122”	3003
Victoria Coupe	&	8	3”	4-1/2”	23.8	122”	3053
Conv. Coupe		8	3”	4-1/2”	28.8	122”	3033
Conv . Brougham	Up	8	3”	4-1/2”	28.8	122”	3123
Hudson Country Club Custom 8 Series							
Touring Sedan	97101 & Up	8	3”	4-1/2”	28.8	129”	3268
Hudson Big Boy Series							
Tour. Sedan	981.01	6	3”	4-1/8”	21.6	119”	
Cab Pick-up	&	6	3”	5 "	21.6	119”	2940
Panel Delivery	Up	6	3”	5”	21.6	119”	3072

The weights given above do not include front or rear bumpers or spare tire and tube, therefore, when computing the complete weight of the vehicle, add to the above figures 68 pounds to cover these items on the 90, 92 and 98 series and 17 pounds for the 93, 95 and 97 series.

When the curb weight is desired add 109 pounds additional to cover gasoline, water and oil for the 90 series cars excepting the Cab Pick-up, Panel Delivery and Station Wagon models. For these Business Cars and for all 92, 93 and 98 models the extra weight amounts to 132 pounds and in the case of the 95 and 97 models, 150 pounds.

The system of numbering 1939 Hudson models is the same as used previously; namely, the first digit of the car serial number is the digit “9”' indicating 1939 production. The second digit of each serial number will be “0” to “8” inclusive, which will designate the various series in the same order as listed above. The first two digits will not be separated by a dash in listing the car serial number but will be part of the complete number.

The car serial number is stamped on a plate attached to the right front door hinge pillar post. The engine number which is the same as the car number, is stamped on the top of the cylinder block between Nos. 1 and 2 exhaust manifold flanges.

E. J. Blum

Technical Service Manager

Form 8639

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

GENERAL TECHNICAL POLICIES AND INFORMATION BULLETIN

10
Number

11/15/39
Date

SUBJECT

TO ALL MASTER DEALERS:

NEW DESIGN DOOR LATCHES

The cushion action door latch used on the 1940 Hudson car represents a new development in door lock design and is radically different in operation from the type heretofore employed in our cars. The features incorporated in the construction of this new latch permit of easy, quiet closing of the door with one finger and when the door and latch ARE PROPERLY ADJUSTED the door will remain securely closed.

METHOD OF OPERATION

In the new lock the bolt remains stationary or in the extended position when the door is slammed shut instead of being moved into the lock by the action of its beveled edge against the striker plate as formerly. This is accomplished by the use of two pawls or latches which are pivoted in the upper and lower parts of the door striker assembly as shown in "A" and "B" in the sketch and hold outward by spring pressure. The lower pawl which is located closer to the outside of the car acts as a safety catch similar to the first position on the old type striker plate. The upper pawl is located toward the inside of the car and its wedging action against the bevel on bolt serves to keep the door tightly closed, In the illustration, the bolt is shown in three positions, at "C" with the door open, at "D" with the door partly closed and bolt in the safety position and at "E" with the door entirely closed and bolt locked by the wedging action of the upper pawl.

STRIKER ALSO ACTS AS DOVETAIL

The complete striker assembly as a unit is attached to the pillar post by means of 4 screws which enter into tapping plates, permitting of a considerable range of adjustment both up and down and sideways. in addition to housing the pawls or latches which control the closing of the door, the striker assembly also acts as one member of the dovetail since it carries the weight of the door through the dovetail "F" which is securely fastened to the door and is not adjustable. When properly adjusted the upper face of the striker will be approximately 1/32" above the bottom face of the dovetail with the door just open, which means that the door will be raised by that amount when closed. This is shown at "G". The wedging action of the upper pawl against the bevel on the bolt provides an automatic take up and effectually prevents up and down movement of the door and hammering of the dovetail on the striker.

ADJUSTMENT INSTRUCTIONS

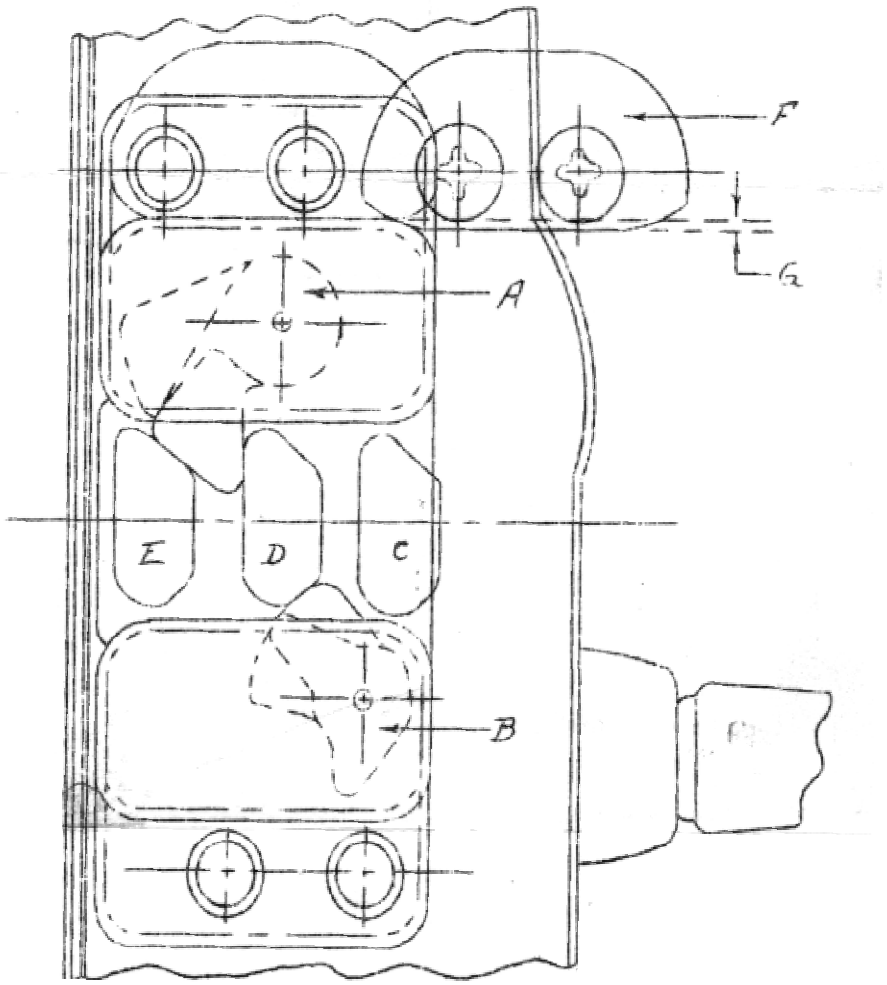
1. Set door rubber bumpers all the way in.

2. Adjust the striker assembly on the pillar in as far as it will go and still permit the door to close and latch very easily.

3. When making above adjustment, be sure that the striker assembly is set at such a height that the dovetail on the door will interfere by about 1/32". This will result in the door being lifted this amount as it is closed.

Also make sure that the striker assembly is not cooked but is square with the inside edge of the pillar.

4. After making above adjustment see if the rubber door bumpers touch the edge or the door flange. if not, set them out until they both touch the flange and exert a slight pressure or, the door when closed. The door should still close and latch very easily.



When investigating reasons for doors coming open, we have found two conditions that might contribute to this difficulty. The first - sticky action of the pawls in the striker assembly. The correction for this is to install a new striker assembly.

The second condition is covered by the above instructions and is caused by doors which are adjusted so that they have to he slammed hard in order to be latched. As a result it is not possible for the upper pawl to drop into place against the lock bolt. In some cases this pawl will just catch on the edge of the bolt and may later slip off.

E. J. Blum

Technical Service Manager.

(THIS BULLETIN AS WRITTEN IS BEING MAILED DIRECTLY TO DEALERS AS BULLETIN NO. 10 AND TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 32)

1941 Series

General Technical Policies and Information Bulletins

Form 8639

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

GENERAL TECHNICAL POLICIES AND INFORMATION BULLETIN

1941 SERIES

5
Number

10/10/40
Date

SUBJECT TO ALL MASTER DEALERS:

REAR LATERAL STABILIZER ADJUSTMENT

NOISE DUE TO INTERFERENCE

Some reports have been received from the field dealing with chassis or under-car noises caused by the rear lateral stabilizer bar striking the body floor. We have had an opportunity investigate a number of such cases and find that the interference is due to improper adjustment of the stabilizer bar. This results in undue compression of the inner rubber cushion and distortion of the bar itself under conditions of heavy roar spring deflection.

CHECK INSTALLATION CAREFULLY

When complaints of this kind are received or whenever owners' cars are on the hoist for lubrication or other service work, we recommend that the rear stabilizer installation be carefully checked and the bar properly adjusted if necessary. It is important that the car be in the normal at rest position and without passenger load when this is being done.

ADJUSTMENT PROCEDURE

The adjustment should be made by backing off the lock nuts and nuts on the right end at the rear axle housing bracket until the rubber cushions and washers, are entirely free. Next, the nuts an the left end should be adjusted so that the rubber cushions on both sides of the frame bracket are moderately and evenly compressed. Following this, the inner nut on the right end of the bar should be turned Just enough to bring the inner rubber cushion and washer up against the axle bracket after which the outer nut should be similarly adjusted. After this has been done, turn the inner nut to the left and the outer nut to the right an equal amount until both rubber cushions are compressed to about half their free thickness. Tighten all look nuts securely after adjusting.

STABILIZER BAR CENTRALIZED

When the adjustment is made in the above manner the stabilizer bar is permitted to find its correct position, allowing it to perform its work without undue strain or noise.

E. J. Blum

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED DIRECTLY TO DEALERS AS BULLETIN NO.5 AND TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO.26)

1942-1950

(Overdrive & Drivemaster)

General Technical Policies and Information Bulletins

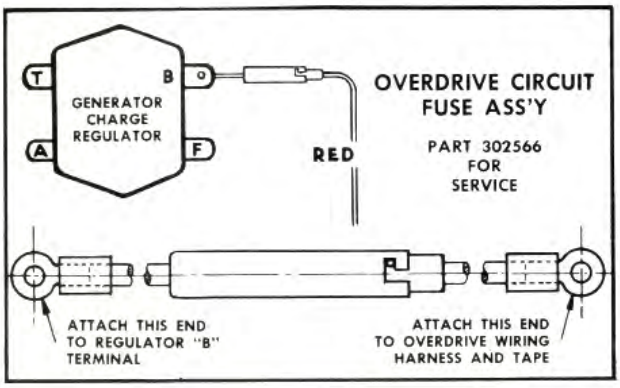
GENERAL TECHNICAL POLICIES AND INFORMATION BULLETIN

OVERDRIVE
DRIVEMASTER

OVERDRIVE

OVERDRIVE CIRCUIT FUSE - 6 AND 8 CYLINDER CARS

A 30 ampere fuse has been placed in the overdrive circuit in order to protect the harness, solenoid and relay in case of a ground or short.



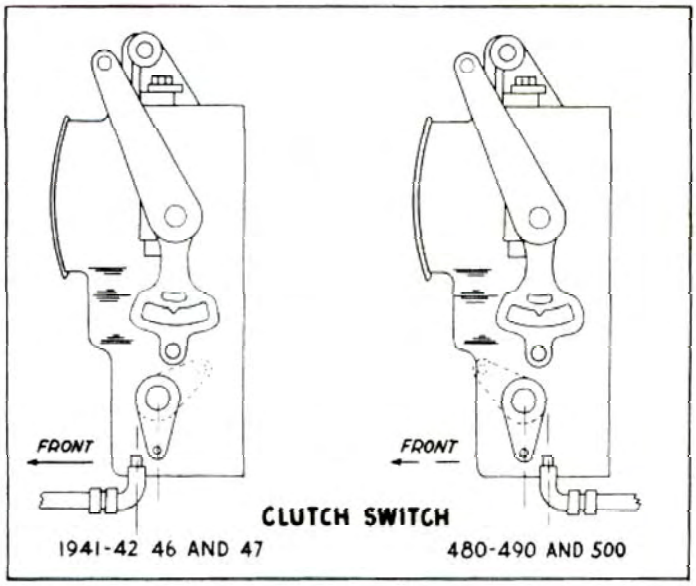
This fuse is mounted in an insulated holder and located on left front side of dash; the fuse wire end is connected to the "B" terminal of the generator charge regulator as shown above. When replacing fuse be sure the insulator is in position in the holder.

When it is necessary to replace either the solenoid or relay on account of damage by a short circuit, it is important that the service overdrive circuit fuse and holder assembly Part 302566 be installed.

1942 - 50 DRIVEMASTER

Cars fitted with Drivemaster stall on fast stop or when changing gears and failure to shift into pickup or second gear.

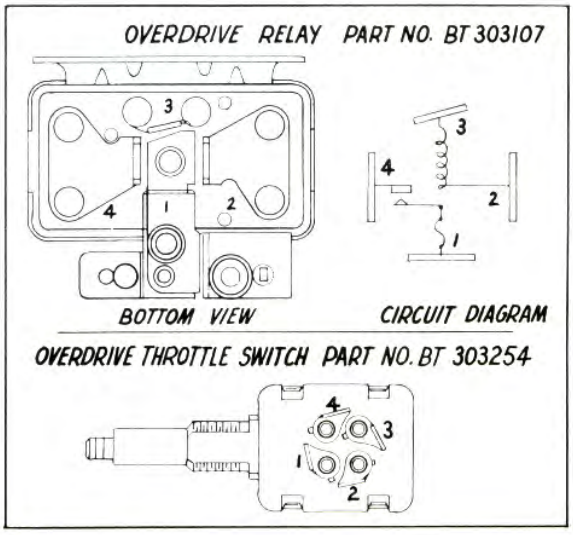
The Clutch Switch (lowest lever on Transmission Switch) Shaft has turned in the fiber hub and does not move the proper distance to effect contact. To correct this condition and re-time the switch action, remove snap lock and clutch rod from lever, turn lever forward 1/3 turn as shown by dotted line in sketch at right below and bring it back until the rod coincides with the hole in lever; install rod and snap lock. The above applies to 480-490 and 500 series.



The procedure for resetting the clutch switch on 1941-42, 46 and 47 is the reverse of the foregoing procedure; after disconnecting clutch rod, move clutch switch lever 1/3 turn to the rear and return to position to coincide with rod as shown by dotted line in sketch at left above.

OVERDRIVE THROTTLE SWITCH AND OVERDRIVE RELAY

To facilitate assembly and testing in the field, terminal markings have been placed on both the Overdrive Throttle Switch and Overdrive Relay, as shown in the sketch below.



1946 Series

General Technical Policies and Information Bulletins

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1946 Series

Number 7

Date 4/9/46

Subject

TO ALL DEALERS:

ELECTRIC FUEL PUMP

The Autopulse model 500 electric fuel pump used in current production is a time-tried and proven unit which has ample capacity for our care under all normal driving conditions.

CAPACITY INDEPENDENT OF ENGINE SPEED

Among the features in which this type pump differs from the mechanically operated unit are the immediate delivery of fuel upon turning on the ignition and the ability to deliver its maximum capacity regardless of engine speed. This means that extensive cranking is not necessary in the case of a car that has been standing a long time and also that adequate fuel is available for hill climbing and other driving conditions calling for wide open throttle without high engine speed.

SENSITIVE TO AIR LEAKS

The electric type fuel pump on the other hand is more sensitive to air leaks; on the suction side and a slight leak in the gasoline line or fittings which would not interfere with the operation of the mechanical pump will seriously impair, if not altogether prevent the electric pump from delivering gasoline.

IMPORTANCE OF TIGHT CONNECTIONS

If fuel pump trouble is suspected, first disconnect the fuel line at the carburetor and turn on the ignition switch. Should this indicate an ample flow of fuel you may be sure the pump is not at fault and the trouble should be looked for elsewhere. In the event the pump races or buzzes at high speed when the ignition switch is turned on, the cause is an air leak in the gasoline line between the pump and the gasoline tank. IN THIS CASE, IT IS MOST IMPORTANT TO GO OVER ALL THE FITTINGS CAREFULLY AND PULL THEM UP TIGHTLY WITH A WRENCH. These include the ones at the tank proper, the elbow at the inlet connection of the fuel pump and both ends of the flexible hose connecting the pump with the gasoline

CHECK PUMP AND FLEXIBLE CONNECTION FOR OBSTRUCTIONS

If the line and fittings are found to be tight and the electric connections and wiring are okay remove the bowl at the top of the pump and look for dirt or foreign matter in the screen. Also be sure 'to disconnect and remove the flexible connection between the gasoline line and the fuel pump and carefully examine it inside for signs of loose particles of rubber and other material which might have become detached and found their way into

(OVER)

the pump proper. Our attention has also been calla& to some instances in which difficulty attributed to the fuel pump was caused by large pieces or an accumulation of such matter obstructing the inside of the hose so little. or no gasoline could reach the pump. Needless to say when a condition of this kind is encountered, the connection should be replaced and the new one checked to make sure it is perfectly clean.

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E. J. BLUM

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO SERVICE STATION HOLDERS AS BULLETIN NUMBER 26)

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1946 Series

Number 11

Date 5-23-46

Subject

TO ALL DEALERS:

ENGINE MISFIRING OR BUCKING

In our investigation of reports from the field dealing with a condition which has been variously described as engine miss, bucking and back lash encountered on some of the 1946 six cylinder cars, we have found that the connection between the intake manifold and the cylinder block is a most important factor.

MANIFESTED ON DECELERATION ONLY

The condition in question is generally noticed on deceleration when the car speed drops from approximately 20 to 15 miles per hour and should not be confused with misfiring on acceleration which may be due to incorrect spark plug gap, improper action of the carburetor accelerator pump, late closing of the anti-percolating valves or other reasons.

LEAN MIXTURE RESPONSIBLE

An abnormally lean mixture causes this erratic engine operation. The high manifold vacuum created with the throttle in or near the idling position while the ear is overrunning the engine causes any air leakage to be increased and disturbs the carburetor more than under other driving conditions when the manifold vacuum is lower or the engine speed higher.

LOOK FOR AIR LEAKS

Checking for air leaks at the intake manifold to cylinder gasket can easily be done by squirting gasoline from an oil can along the top of the gasket with the engine warmed up and running at idling speed. When doing this, be sure the gasoline reaches the center of the gasket underneath the exhaust manifold extension If an air leak exists, the engine will stumble or stall as a result of the enriched mixture and the manifold must be tightened. (CAUTION: Because of the increased fire hazard, be sure to have a fire extinguisher or other adequate protective means at hand.)

DISCONNECT CLIMATIC CONTROL TUBE

Before starting the test, also disconnect the tube leading from the hot air stove on the exhaust manifold to the carburetor climatic control. If this is not done, some of the gasoline vapor released in making the test may be drawn in through the stove giving the same effect as a leak at the gasket.

TIGHTEN INTAKE MANIFOLD AND RECHECK

Where an air leak Is encountered, the exhaust manifold to cylinder stud nuts should be backed off 2 or 3 turns to permit the manifold to shift on its studs and align itself. The intake manifold to cylinder stud nuts should then be tightened evenly and the exhaust manifold stud nuts re-tightened.

(OVER)

MEASURE GASKET SPACE BETWEEN MANIFOLDS

In the event this procedure does not eliminate the leak, again loosen the exhaust manifold to cylinder stud nuts and remove the intake manifold. Reinstall the intake manifold making sure that the gasket to the cylinder block is In good condition but leave out the gasket between the top of the intake manifold and the exhaust manifold. After this has been done and the exhaust manifold pushed away from the intake manifold as far as the movement on the studs will allow, it should be possible to insert a .060" feeler gauge between the two manifolds in the space occupied by the intake to exhaust manifold gasket.

FILING HOLES MAY BE NECESSARY

If this amount clearance does not exist, it will be necessary to remove the exhaust manifold and enlarge the two center stud holes in the flange. When doing this, file the holes toward the manifold body -to allow movement away from the intake manifold. In extreme cases it may be necessary to file all six stud holes to allow enough space for the intake manifold to exhaust manifold gasket.

CAREFULLY CHECK ALL DETAILS

The foregoing procedure may seem unnecessarily complicated; however, experience has shown that unless all of the details are gone into, there is a possibility of an interference condition existing which may prevent proper tightening and result in misleading conclusions.

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E. J. Blum

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 38)

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1946 Series

Number 17

Date 8/16/46

Subject

TO ALL DEALERS:

BRAKE CABLE INTERFERENCE

On some of the 1946 cars the rear brake cable conduits were anchored to the rear springs in such a manner that interference between the brake cables, rear springs and frame side members is likely to be encountered when driving over rough roads or when carrying a full complement of passengers in the rear seat. Obviously, this is an unsatisfactory condition since there is a possibility that the brake cables and conduits might be seriously damaged if the interference or bottoming is encountered with any degree of frequency.

POSITION OF CLIPS CHANGED

In order to correct this condition, the clips which secure the rear brake cable conduits to the rear springs have been reversed, that is, they are now assembled in such a manner that the cable and conduit cross the spring at the rear of the leaf clip instead of ahead of it. This moves the point at which the cable crosses over the spring rearward approximately two inches, thus taking advantage of the frame side member kick-up over the rear axle to secure additional clearance and minimize the possibility of damage by frame contact.

CHECK CARS AND CORRECT IF NECESSARY

We feel that this matter is sufficiently important to warrant checking the position of the brake cable clips on all 1946 cars coming into your service department for lubrication or any other work and, if necessary, making the change depicted on the attached sketch. No new parts or other material are required since it is only necessary to remove the brake clip bolt and nut, turn the clip upside down on the conduit, bend the support plate over and reinstall the clip as shown. However, if upon making this change it is found that the brake cable or conduits have been damaged in a manner which would impair their strength or the operation of the brakes, be sure to replace them with new parts.

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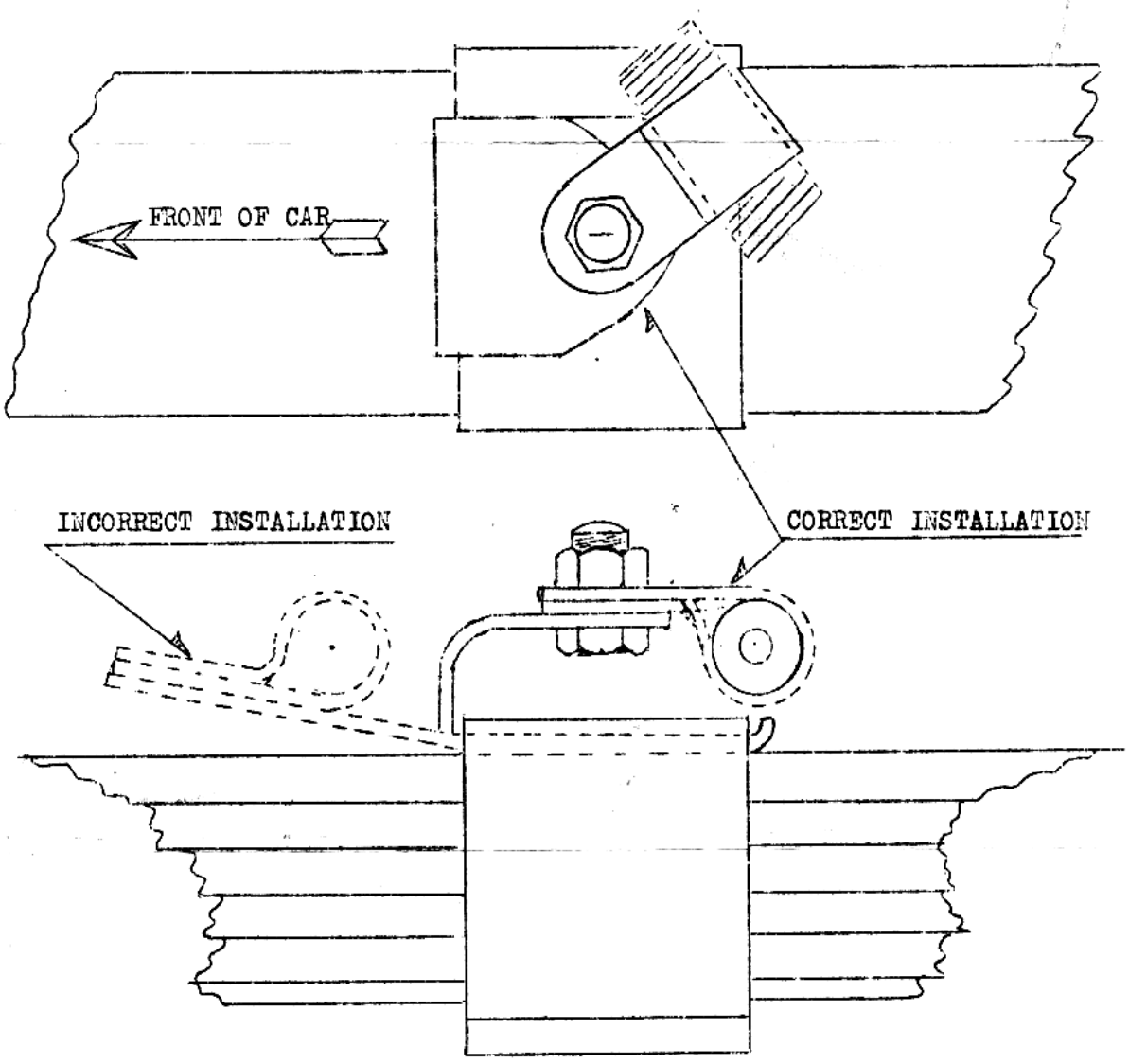
E. T. BLUM

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 54)

REAR BRAKE CABLE CLIP INSTALLATION



HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1946 Series

Number 19

Date 11-14-46

Subject

TO ALL DEALERS:

SPECIAL TOOL PRICE CHANGES

Effective November 1, 1946, the prices of special Hudson service tools furnished by our tool source, the Kent-Moore Organization, Inc., have been revised upward. This increase, necessitated by the rising costs of labor and material, is not retroactive and does not affect orders received through October 31, 1946, which will be billed at the earlier prices.

MATERIALS DIFFICULT TO GET

Due to small demand and the current situation affecting materials, especially as related to the difficulty in procuring castings, forgings and certain special steels essential in the manufacture of tools of this type, it has become necessary to discontinue some of the items listed in the number four edition of the Hudson Service Tool Manual and the 1942 Supplement. Also included in this category are a number of equipment items of a universal type not manufactured directly by Kent-Moore, which have been discontinued due to inability to secure sources at this time.

SOME ITEMS DISCON-TINUED

Under those circumstances and in the face of the further advance in prices which would have to be made on the basis of increased costs resulting from manufacturing in uneconomical quantities, we believe you will agree that Kent-Moore would not be Justified in making any additional runs after existing stocks are exhausted. However, in the event subsequent developments indicate that the lack of these items is imposing a hardship in the proper servicing of Hudson cars, you may be assured that they will be reinstated or replaced by equally good or better substitutes.

REVISED PRICE LIST

With this bulletin we are sending you a copy of the revised price list pertaining to the special. tools and equipment furnished by Kent-Moore, which will bring you up to date regarding prices and items available at this time. In this list the items are grouped under the units for which they were designed and show tool numbers and description with provision for use as a convenient tool record and inventory sheet.

NEW TOOL MANUAL

A new manual of special service tools is in the course of preparation at present and a complete mailing to the field will be made as soon as the book is off the press.

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E. J. BLUM

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 66)

PRICE LIST

MANUAL OF SPECIAL SERVICE TOOLS

FOR

HUDSON

MANUAL NUMBER 4 — EFFECTIVE NOVEMBER 1946

This price list cancels all previous published prices and quotations

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Prices are F.O.B. Factory, Jackson, Michigan and are SUBJECT TO CHANGE WITHOUT NOTICE.

KENT-MOORE ORGANIZATION, Inc.

485 W. MILWAUKEE AVE. — DETROIT 2, MICHIGAN

NOTE: This form has been prepared so that it can also be used as a convenient Dealer Tool Record and Inventory Sheet.

Items listed in the Manual of Special Service Tools for Hudson Manual #4, and not listed in this price list may be assumed to be discontinued.

Dealer _____ Date of Inventory _____

Location _____ State _____

Zone _____ Representative _____

46-78—4M

Lithographed in U.S.A.

ENGINE TOOLS

Quantity	Tool Number	DESCRIPTION	On Hand	Price F.O.B. Jackson, Mich.
	HM-3-R	Connecting Rod Bending Iron		$ 3.85
	HM-82	Stud Remover. Discontinued See KMO-486		
	HM-466-B	Oil Pan Assembly Pins		.45
	HM-559	Valve Stem Guide Remover		1.95
	J-129-1	Valve Stem Guide Reamer		2.60
	J-129-2	Valve Stem Guide Reamer		3.30
	J-129-3	Valve Stem Guide Reamer		3.30
	J-267	Valve Stem Guide Remover		1.40
	J-269	Valve Stem Guide Remover		1.25
	J-377	Main Bearing Cap Puller		6.20
	J-398	Valve Tappet Wrench Set		1.95
	J-471	Crankshaft Gear Puller		11.45
	J-478	Valve Tappet Feeler Gauge . . Superseded by J-478-A		
	J-478-A	Valve Tappet Feeler Gauge		.70
	J-483	Crankshaft Gear and Balancer Replacer.		8.85
	J-587-A	Valve Spring Inserter		.80
	J-676-C	Harmonic Balancer Puller.		7.35
	J-733-B	Water Pump Reconditioning Set		26.75
	J-874-H	Connecting Rod and Piston Aligner		62.95
	J-883-A	Valve Stem Guide Replacer		6.20
	J-915	Valve Spring Lifter . . . Superseded by KMO-484		
	J-1218	Piston Vise		12.20
	J-1264	Tension Wrench - 0 to 200 Ft. Lbs.		10.60
	J-1300	Tension Wrench - 0 to 50 Ft. Lbs.		9.45
	J-1313	Tension Wrench - 0 to 150 Ft. Lbs.		10.60
	J-1315	Tension Wrench - 0 to 25 Ft. Lbs.		9.45
	J-1454	Oil Check Valve Remover and Replacer		2.95
	J-1945	Engine Stand		276.00
	KMO-122	Valve Stem Guide Cleaner		.75
	KMO-174	Cylinder Reboring Machine - 110 V-60 C-A.C. . . . Superseded by KMO-463		
	KMO-294	Electric Valve Refacer - 110 V-60 C-A.C.		185.00
	KMO-357	Piston Inserter		1.60
	KMO-463	Cylinder Reboring Machine - 110V-60CY-AC		385.00
	KMO-484	Valve Spring Lifter		2.10
	KMO-486	Stud Remover		2.10
	KMO-607	Clutch and Valve Spring Tester		17.75
	KMO-913	Cylinder Gauge		17.50
	KMO-1000-A	Cylinder Hone		45.00
	KMO-1000-B	Cylinder Hone Vacuum		40.00
	KMO-1000-C	Hone Stand - Only		7.50
	KMO-7004	Carbon Cleaning Brush		1.45
	U-15	Valve Spring Tester . . . . . .Discontinued See KMO-607		21.89
	U-99	Engine Stand . . . . Superseded by J-1945		

CLUTCH TOOLS

	J-449	Clutch Aligning Arbor		1.95
	J-472	Clutch Filler Plug Wrench		2.10
	J-485-A	Clutch Filler Gun		.90
	J-486	Clutch Fluid Measure . . . . . Discontinued		
	J-774	Clutch Finger Adjusting Gauge		3.75
	J-877	Clutch Pilot Bearing Puller		3.60
	J-1361	Clutch Over Center Spring Tool		4.95

TRANSMISSION TOOLS

	J-448-1	Main Shaft Intermediate Gear Retainer Remover		6.25
	J-448-5	Main Shaft Intermediate Gear Retainer Replacer		7.55
	J-466	Countershaft Line Reamer		4.90

BODY—Continued

Quantity	Tool Number	DESCRIPTION	On Hand	Price F.O.B. Jackson, Mich.
		MH-1 Magnetic Trim Hammer		$ 2.75
		WC-2 Wide Caulking Iron		1.21
	KMO-511	Master Hand Bumping Tool Set (Consists of KMO-511-A Plus the following:)		174.36
		BT-37 Body Tram Gauge and Squire		8.25
		JBP-11 Wheelhouse Beading Spoon		4.00
		JCW-9 Cowl Wheelhouse and Door Spoon		4.30
		JD-6 Corner and Header Panel Spoon		4.30
		JDM-4 Drip Moulding Spoon		3.50
		JH-4 Fender Hook		2.30
		JHD-6 Hex Adapter		2.60
		JMR-3 Quarter Panel Spoon		3.75
		JOP-1 Pushing Tool		2.60
		JTR-7 Top Rail Spoon		4.60
		JWB-6 Corner and Header Panel Spoon		3.75
		JWC-3 Reveal Caulking Tool		2.25
		JWP-12 Wheelhouse Pusher Spoon		4.30
	KMO-920	Electric Drill - 1/2"		50.00
	KMO-923	Electric Drill - 1/4"		33.00
	KMO-1123	Portable Electric Polisher (Temporarily Discontinued)		
	KMO-1141	Welding Tank Truck		18.00
	KMO-1144-A	Air Duster		2.50
	KMO-7000	Electric Bench Grinder Discontinued See KMO-494		

ELECTRICAL AND BATTERY

	J-1197	Radio and Dash Switch Slotted Nut Wrench		2.50
	J-1871	Radio Set Mounting Wrench		3.55
	KMO-909	Armature Tester		15.00

HEADLIGHT

	J-1220	Robot Unit - Only		99.80
	J-1230-C	Robot Headlight Tester . . . . See J-1900-C		
	J-1900-C	Robot Headlight Tester		198.50

GENERAL

	J-978	Tube Flaring Tool		3.75
	K-1-1/2	Bench Arbor Press		49.50
	K-58	Adjustable Jack Superseded by KMO-605		
	KMO-3A	Tube Cutter		2.00
	KMO-30-B	Dial Indicator		12.25
	KMO-30-F	Dial Indicator Hole Attachment		2.50
	KMO-30-G	Dial Indicator Clamp		1.25
	KMO-30-K	Dial Indicator Sleeve		1.25
	KMO-605	Adjustable Car Stand (Pr.)		9.90
	KMO-710	Steel Bench - 6 ft.		22.90
	KMO-710-T	Steel Parts Dolly		8.50
	KMO-720	Copper Hammer		.90
	KMO-935-A	Chain Hoist		23.52
	KMO-935-B	Chain Hoist		30.24
	KMO-936-A	Ball Bearing Trolley		15.30
	KMO-936-B	Ball Bearing Trolley		30.60
	KMO-951	Steel Creeper		3.75
	N-383	Brass Drift		1.05
	U-50	Hydraulic Arbor Press		288.00
		Testing and Straightening Attachment for U-50		27.00
		Dial Indicator and Bracket for U-50		22.00
		Rack and Pinion Side Press for U-50		49.50

BODY—Continued

Quantity	Tool Number	DESCRIPTION	On Hand	Price F.O.B. Jackson, Mich.
		MH-1 Magnetic Trim Hammer		$ 2.75
		WC-2 Wide Caulking Iron		1.21
	KMO-511	Master Hand Bumping Tool Set (Consists of KMO-511-A Plus the following:)		174.36
		BT-37 Body Tram Gauge and Squire		8.25
		JBP-11 Wheelhouse Beading Spoon		4.00
		JCW-9 Cowl Wheelhouse and Door Spoon		4.30
		JD-6 Corner and Header Panel Spoon		4.30
		JDM-4 Drip Moulding Spoon		3.50
		JH-4 Fender Hook		2.30
		JHD-6 Hex Adapter		2.60
		JMR-3 Quarter Panel Spoon		3.75
		JOP-1 Pushing Tool		2.60
		JTR-7 Top Rail Spoon		4.60
		JWB-6 Corner and Header Panel Spoon		3.75
		JWC-3 Reveal Caulking Tool		2.25
		JWP-12 Wheelhouse Pusher Spoon		4.30
	KMO-920	Electric Drill - 1/2"		50.00
	KMO-923	Electric Drill - 1/4"		33.00
	KMO-1123	Portable Electric Polisher ....(Temporarily Discontinued)		
	KMO-1141	Welding Tank Truck		18.00
	KMO-1144-A	Air Duster		2.50
	KMO-7000	Electric Bench Grinder ..... Discontinued See KMO-494		

ELECTRICAL AND BATTERY

	J-1197	Radio and Dash Switch Slotted Nut Wrench		2.50
	J-1871	Radio Set Mounting Wrench		3.55
	KMO-909	Armature Tester		15.00

HEADLIGHT

	J-1220	Robot Unit - Only		99.80
	J-1230-C	Robot Headlight Tester .... See J-1900-C		
	J-1900-C	Robot Headlight Tester		198.50

GENERAL

	J-978	Tube Flaring Tool		3.75
	K-1-1/2	Bench Arbor Press		49.50
	K-58	Adjustable Jack .....Superseded by KMO-605		
	KMO-3A	Tube Cutter		2.00
	KMO-30-B	Dial Indicator		12.25
	KMO-30-F	Dial Indicator Hole Attachment		2.50
	KMO-30-G	Dial Indicator Clamp		1.25
	KMO-30-K	Dial Indicator Sleeve		1.25
	KMO-605	Adjustable Car Stand ..... (Pr.)		9.90
	KMO-710	Steel Bench - 6 ft.		22.90
	KMO-710-T	Steel Parts Dolly		8.50
	KMO-720	Copper Hammer		.90
	KMO-935-A	Chain Hoist		23.52
	KMO-935-B	Chain Hoist		30.24
	KMO-936-A	Ball Bearing Trolley		15.30
	KMO-936-B	Ball Bearing Trolley		30.60
	KMO-951	Steel Creeper		3.75
	N-383	Brass Drift		1.05
	U-50	Hydraulic Arbor Press		288.00
		Testing and Straightening Attachment for U-50		27.00
		Dial Indicator and Bracket for U-50		22.00
		Rack and Pinion Side Press for U-50		49.50

RADIATOR

Quantity	Tool Number	DESCRIPTION	On Hand	Price F.O.B. Jackson, Mich.
. . . . .	J-708-A	Radiator Flusher	. . . .	$ 10.85
. . . . .	KMO-102	Rubber Hose Cutter . . . . . Discontinued	. . . .	

BODY

. . . . .	B-212	Door Straightener . . . See J-1685	. . . .	
. . . . .	BM-46	Door Bar Assembly (with Center Clamp) . . . Superseded by KMO-507-1A	. . . .	
. . . . .	BM-52	Hydraulic Jack and Handle . . . Superseded by KMO-507-3	. . . .	
. . . . .	BM-53	Rubber Head (Small) . . . Superseded by KMO-507-9	. . . .	
. . . . .	BM-54	Rubber Head (Large) . . . Superseded by KMO-507-10	. . . .	
. . . . .	BM-55	Mechanical Length Adjuster . . . Superseded by KMO-507-7 . . .	. . . .	
. . . . .	BM-56	Tubing Extension - Close Nipple . . . See KMO-507-7	. . . .	
. . . . .	BM-57	Tubing Extension - 5" . . . See KMO-507-7	. . . .	
. . . . .	BM-58	Tubing Extension - 8" . . . See KMO-507-7	. . . .	
. . . . .	BM-59	Tubing Extension - 12" . . . See KMO-507-7	. . . .	
. . . . .	BM-60	Tubing Extension - 20" . . . See KMO-507-7	. . . .	
. . . . .	BM-61	Tubing Extension Coupling . . . See KMO-507-7	. . . .	
. . . . .	BM-62	Extension Tubing Set. . . . Superseded by KMO 507-7	. . . .	
. . . . .	BM-63	Rocker Spoon - 18" . . . . See KMO-507-2	. . . .	
. . . . .	BM-64	Rocker Spoon - 13" . . . . See KMO-507-2	. . . .	
. . . . .	BM-65	Power Pick Spoon . . . . See KMO-507-2	. . . .	
. . . . .	BM-69	Turnbuckle - Complete . . . . See KMO-507-2	. . . .	
. . . . .	BM-70	Rocker Spoon Base . . . . See KMO-507-2	. . . .	
. . . . .	BM-71	Rocker Spoon Adapter . . . . See KMO-507-2	. . . .	
. . . . .	BM-74	Rocker Spoon Assembly - Complete. . . . Superseded by KMO-507-2	. . . .	
. . . . .	BM-90	Shop Press . . . . Superseded by KMO-507-6	. . . .	
. . . . .	BM-92	Cabinet Unit . . . . See KMO-507.	. . . .	
. . . . .	BM-93	Power Tool Set . . . . Superseded by KMO-507-5	. . . .	
. . . . .	BM-161	Push and Pull Jack - Direct Control . . . . See KMO-507-4	. . . .	
. . . . .	BM-171	Push and Pull Jack - Remote Control . . . . See KMO-508	. . . .	
. . . . .	BM-250	Large Spreader . . . . Superseded by KMO-509	. . . .	
. . . . .	BM-260	Small Spreader . . . . Superseded by KMO-509	. . . .	
. . . . .	C-1	Cutting Tip - Each	. . . .	3.00
. . . . .	C-4	Cutting Torch Attachment less Tips	. . . .	18.00
. . . . .	FS-638	Heavy Moulding Sealer - 4 pts. to Carton	. . . .	1.65
		1 pt.	. . . .	.45
. . . . .	FS-655	Heavy Rubber Cement - 4 pts. to Carton	. . . .	1.65
		3 tubes to Carton	. . . .	.95
. . . . .	FS-660	Top Deck Sealer - 4 pts. to Carton	. . . .	2.40
		1 pt.	. . . .	.65
. . . . .	FS-731	White Rubber Cement - qt.	. . . .	.50
. . . . .	FS-796	Adhesive Paste - qt.	. . . .	1.00
. . . . .	FS-1041	Under Body Sealer - 1/2 gal.	. . . .	1.25
		1 gal.	. . . .	1.90
. . . . .	FS-1044	Asphaltine Cement - gal.	. . . .	1.20
. . . . .	J-1310	Chassis Checking Gauge	. . . .	16.40
. . . . .	KMO-181	Body Checking Tram . . . . Superseded by BT-37 - See KMO-511	. . . .	
. . . . .	KMO-221-E	Body Bumping Tool Set . . . . Superseded by KMO-511-B	. . . .	
. . . . .	KMO-229	Electric Bench Grinder - 1/4 H.P. . . . . See KMO-7000	. . . .	
. . . . .	KMO-258	Sheet Metal Welding Outfit	. . . .	65.70
. . . . .	KMO-258-1	Welding Torch less Tips	. . . .	14.40
. . . . .	KMO-258-2	"EE" Elbow Welding Tips - Sizes 1-5 inc. - ea.	. . . .	1.40
		6-10 inc. - ea.	. . . .	1.50

BODY —Continued

Quantity	Tool Number	DESCRIPTION	On Hand	Price F.O.B. Jackson, Mich.
. . . . .	KMO-258-7	Round File Lighter	. . . .	$ .25
. . . . .	KMO-258-8	Welder's Goggles	. . . .	1.40
. . . . .	KMO-260	Solder Torch and Brazing Outfit	. . . .	12.00
. . . . .	KMO-263	General Purpose Welding Outfit	. . . .	71.10
. . . . .	KMO-263-1	Welding Torch less Tips	. . . .	18.00
. . . . .	KMO-263-2	"A" Stelco Welding Tips - Sizes 1-5 Inc. - ea.	. . . .	1.50
		6-10 Inc. - ea.	. . . .	1.80
		11-15 Inc. - ea.	. . . .	2.40
. . . . .	KMO-279	Spray Masking Rings - Set of 10	. . . .	9.50
		Set of 5	. . . .	5.50
. . . . .	KMO-379-1A	Body Repair Unit . . . . Superseded by KMO-507	. . . .	
. . . . .	KMO-379-3A	Body Repair Unit . . . . Superseded by KMO-507	. . . .	
. . . . .	KMO-383	14" Flexible Body File and Wood Holder . . . . . Discontinued	. . . .	
. . . . .	KMO-383-A	Special File Blade and Holder Set . . . . . Discontinued	. . . .	
. . . . .	KMO-383-B	14" Flexible Body File - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-383-H	14" Flexible Body File Holder - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-384	12" Half Circle Body File and Wood Holder . . . . . Discontinued	. . . .	
. . . . .	KMO-384-B	12" Half Circle Body File - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-384-H	12" Half Circle Body File Holder - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-385	12" Half Round Body File and Wood Holder . . . . . Discontinued	. . . .	
. . . . .	KMO-385-B	12" Half Round Body File - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-385-H	12" Half Round Body File Holder - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-386	12" Moulding File and Wood Holder . . . . . Discontinued	. . . .	
. . . . .	KMO-386-B	12" Moulding File - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-386-H	12" Moulding File Holder - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-387	7" Flat Revel File and Wood Holder . . . . . Discontinued	. . . .	
. . . . .	KMO-387-B	7" Flat Revel File - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-387-H	7" Flat Revel File Holder - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-388	7" Moulding Revel File and Wood Holder . . . . . Discontinued	. . . .	
. . . . .	KMO-388-B	7" Moulding Revel File - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-388-H	7" Moulding Revel File Holder - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-389	7" Shell Revel File and Wood Holder . . . . . Discontinued	. . . .	
. . . . .	KMO-389-B	7" Shell Revel File - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-389-H	7" Shell Revel File Holder - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-390	6" Radius File and Wood Holder . . . . . Discontinued	. . . .	
. . . . .	KMO-390-B	6" Radius File - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-390-H	6" Radius File Holder - Only . . . . . Discontinued	. . . .	
. . . . .	KMO-411	Sanding Disk Cutter	. . . .	6.00
. . . . .	KMO-426-G	Leverage Dolly Tool Set . . . . Superseded by KMO-510	. . . .	
. . . . .	KMO-494	Bench Grinder - 1/3 HP 110 Volt	. . . .	47.00
. . . . .	KMO-507	Master Body Repair Unit	. . . .	614.00
. . . . .	KMO-507-A	Standard Body Repair Unit	. . . .	519.00
. . . . .	KMO-507-B	Body Repair Unit	. . . .	225.00
. . . . .	KMO-507-C	Hydraulic Body Repair Unit	. . . .	79.50
. . . . .	KMO-507-D	Hydraulic Body Repair Unit	. . . .	165.00
. . . . .	KMO-507-1	Double Bar Door Straightener	. . . .	78.00
. . . . .	KMO-507-1A	Single Bar Door Straightener	. . . .	48.50
. . . . .	KMO-507-2	Rocker Action Unit	. . . .	43.50
. . . . .	KMO-507-3	Hydraulic All Position Jack-5 Ton	. . . .	34.50
. . . . .	KMO-507-4	Hydraulic Remote Control Jack 7-1/2 Ton	. . . .	45.00
. . . . .	KMO-507-5	Power Tool Set	. . . .	42.25
. . . . .	KMO-507-6	Shop Press Unit	. . . .	95.00
. . . . .	KMO-507-7	Extension Tubing Set	. . . .	12.00
. . . . .	KMO-507-8	Length Adjuster	. . . .	11.50
. . . . .	KMO-507-9	Rubber Base - Small	. . . .	3.80
. . . . .	KMO-507-10	Rubber Base - Large	. . . .	5.25

BODY—Continued

Quantity	Tool Number	DESCRIPTION	On Hand	Price F.O.B. Jackson, Mich.
. . . . .	KMO-508	Hydraulic Remote Control Jack - 10 Ton	. . . .	$ 74.50
. . . . .	KMO-509	Spreader	. . . .	24.75
. . . . .	KMO-510	Leverage Dolly	. . . .	31.50
. . . . .	KMO-511-D	Pick Tool Set (Consists of:)	. . . .	25.52
		FP-1 Straight Finishing Punch	. . . .	1.10
		FP-2 Curved Finishing Punch	. . . .	1.32
		FP-3 Hooked Finishing Punch	. . . .	1.32
		PT-1 Curved Pick - Short	. . . .	4.40
		PT-2 Deep Throat Straight Pick	. . . .	4.40
		PT-3 Deep Throat Curved Pick	. . . .	4.40
		PT-4 Rail Pick	. . . .	3.30
		PT-5 Curved Pick-Long	. . . .	5.28
. . . . .	KMO-511-C	Hand Bumping Tool Set (Consists of:)	. . . .	10.89
		BH-4 Bumping Hammer - 4"	. . . .	1.92
		E-6 Surfacing Spoon	. . . .	2.09
		F-3 Fender Beading Tool for New Style Fenders	. . . .	3.58
		GD-3 High Crown Dolly Block	. . . .	3.30
. . . . .	KMO-511-B	Fender Bumping Tool Set (Consists of:)	. . . .	51.48
		B-6 Fender and Cowl Bracket Spoon	. . . .	3.30
		BH-2 Fender Hammer 5" Bullet Type	. . . .	2.20
		BH-3 Short Shanked, Round and Square Faced Hammer	. . . .	1.92
		BH-8 Combination Offset Square Face and Cross Peen Hammer	. . . .	2.48
		BH-12 Serrated Face Hammer	. . . .	2.50
		E-5 Low Crown Concave Surfacing Spoon	. . . .	2.60
		E-6 Surfacing Spoon	. . . .	2.09
		F-2 Double End Heavy Duty Driving Spoon	. . . .	3.30
		F-3 Fender Beading Tool For New Style Fenders	. . . .	3.58
		FH-14 Flexible and Adjustable File Holder	. . . .	3.85
		GD-2 High Crown General Purpose Dolly Block	. . . .	3.85
		GD-3 High Crown Dolly Block	. . . .	3.30
		GD-4 Heavy Duty Roughing Dolly Block	. . . .	4.40
		GD-5 Shrinking Dolly Block	. . . .	3.85
		RH-10 Special Roughing Out Hammer	. . . .	4.13
		SP-1 Soldering Paddle	. . . .	.39
		U-14 File Blade For FH-14	. . . .	2.37
		WM-5 Lignum Vitae Bumping Mallet	. . . .	1.37
. . . . .	KMO-511-A	Mechanic's Hand Bumping Tool Set (Consists of KMO-511-D KMO-511-B Plus the following)	. . . .	123.86
		A-6 Double End Lower Back Panel and Wheelhouse Spoon	. . . .	4.67
		B-3 Double End All Metal Door and Side Apron Spoon	. . . .	4.67
		BH-5 Square Face and Taper Shank Bead and Moulding Hammer	. . . .	2.48
		BH-6 Bumping Hammer 6"	. . . .	2.20
		BH-7 Round Face and Pointed Shank Pick and Surfacing Hammer	. . . .	2.48
		BH-9 Combination Offset and Cross Peen and Straight Peen Hammer	. . . .	2.48
		BH-11 High and Low Crown Finishing Hammer	. . . .	2.90
		BH-4 Bumping Hammer 4"	. . . .	1.92
		D-1 Special Door and Side Panel Spoon	. . . .	4.67
		DMP-12 Drip Moulding Pliers	. . . .	4.13
		E-7 High Crown Concave Finishing Spoon	. . . .	2.60
		GD-1 Low Crown General Purpose Dolly Block	. . . .	3.85
		GD-6 Finger Dolly Block	. . . .	3.85

BODY—Continued

Quantity	Tool Number	DESCRIPTION	On Hand	Price F.O.B. Jackson, Mich.
		MH-1 Magnetic Trim Hammer		$ 2.75
		WC-2 Wide Caulking Iron		1.21
	KMO-511	Master Hand Bumping Tool Set (Consists of KMO-511-A Plus the following:)		174.36
		BT-37 Body Tram Gauge and Squire		8.25
		JBP-11 Wheelhouse Beading Spoon		4.00
		JCW-9 Cowl Wheelhouse and Door Spoon		4.30
		JD-6 Corner and Header Panel Spoon		4.30
		JDM-4 Drip Moulding Spoon		3.50
		JH-4 Fender Hook		2.30
		JHD-6 Hex Adapter		2.60
		JMR-3 Quarter Panel Spoon		3.75
		JOP-1 Pushing Tool		2.60
		JTR-7 Top Rail Spoon		4.60
		JWB-6 Corner and Header Panel Spoon		3.75
		JWC-3 Reveal Caulking Tool		2.25
		JWP-12 Wheelhouse Pusher Spoon		4.30
	KMO-920	Electric Drill - 1/2"		50.00
	KMO-923	Electric Drill - 1/4"		33.00
	KMO-1123	Portable Electric Polisher (Temporarily Discontinued)		
	KMO-1141	Welding Tank Truck		18.00
	KMO-1144-A	Air Duster		2.50
	KMO-7000	Electric Bench Grinder Discontinued See KMO-494		

ELECTRICAL AND BATTERY

	J-1197	Radio and Dash Switch Slotted Nut Wrench		2.50
	J-1871	Radio Set Mounting Wrench		3.55
	KMO-909	Armature Tester		15.00

HEADLIGHT

	J-1220	Robot Unit - Only		99.80
	J-1230-C	Robot Headlight Tester See J-1900-C		
	J-1900-C	Robot Headlight Tester		198.50

GENERAL

	J-978	Tube Flaring Tool		3.75
	K-1-1/2	Bench Arbor Press		49.50
	K-58	Adjustable Jack Superseded by KMO-605		
	KMO-3A	Tube Cutter		2.00
	KMO-30-B	Dial Indicator		12.25
	KMO-30-F	Dial Indicator Hole Attachment		2.50
	KMO-30-G	Dial Indicator Clamp		1.25
	KMO-30-K	Dial Indicator Sleeve		1.25
	KMO-605	Adjustable Car Stand (Pr.)		9.90
	KMO-710	Steel Bench - 6 ft.		22.90
	KMO-710-T	Steel Parts Dolly		8.50
	KMO-720	Copper Hammer		.90
	KMO-935-A	Chain Hoist		23.52
	KMO-935-B	Chain Hoist		30.24
	KMO-936-A	Ball Bearing Trolley		15.30
	KMO-936-B	Ball Bearing Trolley		30.60
	KMO-951	Steel Creeper		3.75
	N-383	Brass Drift		1.05
	U-50	Hydraulic Arbor Press		288.00
		Testing and Straightening Attachment for U-50		27.00
		Dial Indicator and Bracket for U-50		22.00
		Rack and Pinion Side Press for U-50		49.50

1947 Series

General Technical Policies and Information Bulletins

General Technical Policies AND Information Bulletin

1947 Series

Number 1

Date 2-27-46

Subject

TO ALL DEALERS:

The 1947 Hudson cars now in production include two six cylinder. and two eight cylinder groups in the passenger car models with five body types available on the six cylinder chassis and three on the eight cylinder chassis. A six cylinder commercial model is also being built in one body type.

1947 MODEL AND SERIES DESIGNATION

The six cylinder line consists of the Hudson Super Six, Series 171, the Hudson Commodore Six, Series 172 and the Hudson Commercial Six, Series 178 Models. The eight cylinder group includes the Hudson Super Eight, Series 173, and the Hudson Commodore Eight, Series 174 Models.

Licensing and car number Information, including brief specifications and weights, are shown below:

LICENSING INFORMATION

Hudson Super Six Model Series 171

Body Types	Starting Serial No.	No. of Cyl.	Bore	Stroke	A.M.A. H.P. Rating	Wheel Base	Weight Pounds
Brougham	171-101 & Up	6	3"	5"	21.6	121"	3055
4 Door Sedan	171-101 & Up	6	3"	5"	21.6	121"	3110
3 Pass. Coupe	171-101 & Up	6	3"	5"	21.6	121"	2975
Club Coupe	171-101 & Up	6	3"	5"	21.6	121"	3240
Conv. Brougham	171-101 & Up	6	3"	5"	21.6	121"	3220

Hudson Commodore Six Model Series 172

4 Door Sedan	172-101 & Up	6	3"	5"	21.6	121"	3175
Club Coupe	172-101 & Up	6	3"	5"	21.6	121"	3090

Hudson Super Eight Model - Series 173

4 Door Sedan	173-101 & Up	8	3"	4-1/2"	28.8	121"	3260
Club Coupe	173-101 & Up	8	3"	4-1/2"	28.8	121"	3210

(OVER)

LICENSING INFORMATION

Hudson Commodore Eight Model - Series 174

Body Types	Starting Serial No.	No. of Cyl.	Bore	Stroke	A. M. A. H.P. Rating	Wheel Base	Weight Pounds
4 Door Sedan	174-101 & Up	8	3"	4-1/2"	28.8	121"	3330
Club Coupe	174-101 & Up	8	3"	4-1/2"	28.8	121"	3260
Conv. Brougham	174-101 & Up	8	3"	4-1/2"	28.8	121"	3465

Hudson Commercial Six Model - Series 178

Cab Pick-Up	178-101 & Up	8	3"	4-1/2"	28.8	121"	3110

SHIPPING WEIGHTS

The weights shown here are the car shipping or dry weights without water, gasoline and oil. but including the spare wheel, extra tire and tube and standard equipment. In computing exact weights, provision should be made for all extra equipment and accessories.

In determining the curb weights, add the following to the shipping weights to take care of water, oil and gasoline:

CURB WEIGHTS

45 pounds for six cylinder models with one gallon of gasoline or 145 pounds with a full tank.

60 pounds for eight cylinder models with one gallon of gasoline or 160 pounds with a full tank.

CAR NUMBERING SYSTEM

For 1947, the car numbering system will employ 171, 172, 173, 174 or 178 as the first three digits at the left to designate the car series, while the remaining figures represent the actual number. Starting with number 101, car numbers will run consecutively regardless of series or models. Thus, in the case of a Commodore Eight Model following Super Six Number 171-999 on the production line, the car number would be 174-1000.

CAR AND ENGINE NUMBER LOCATIONS

The car serial number is stamped on a metal plate attached to the right front door hinge pillar.

The engine number which is the same as the car serial number, is stamped on the top of the cylinder block at the front end between number 1 and 2 cylinder exhaust manifold flanges.

CAUTION: Do not confuse engine number with casting or any other numbers appearing on either the cylinder block or cylinder head.

E. J. BLUM
Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 2)

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1947 Series

Number 2

Date 1-6-47

Subject

TO ALL DEALERS:

SHEET METAL DAMAGE

We are again into that season of the year during which - salt, calcium chloride arid other chemicals are extensively used on the streets and highways in many localities.

Most car owners are familiar with the corrosive action and destructive effects of these melting and drying agents as evidenced by the, rusted out condition of the fenders, underbody panels and other sheet metal parts seen on so many cars today. This, coupled with the current critical shortage of sheet metal replacements, has resulted in owners becoming more receptive than ever before to any suggestions which will prolong the life and maintain the appearance of their cars.

BODY UNDER-COATING PROFITABLE

To this end, we suggest that you investigate, the possibilities offered by underbody protective coating, a service which has rapidly come to the forefront and is already providing many service departments with an additional excellent source of revenue plus paying the car owner a return on his investment.

PROTECTS PARTS, DEADENS SOUND AND SEALS OPENINGS

In addition to the protection afforded sheet metal against the inroads of rust and corrosion, underbody protective coating has the important advantage of preventing damage to the fenders and sheet metal by stones and gravel. and, also, by acting as a sound deadener, thus minimizing road noises. Another benefit which should not be over-looked is that all small cracks and openings are automatically sealed in the coating process which tends to reduce, the possibility of dust and water entering the body.

DESCRIPTIVE BOOKLETS ATTACHED

After careful investigation, we have fully satisfied ourselves in regard to the merits of body under-coating and are sending this with bulletin descriptive booklets dealing with three different makes of under-coating materials, all of which will do a satisfactory job. Also included are pamphlets describing in detail two outstanding makes of equipment, especially designed for dispensing and spraying protective materials.

ADDRESS INQUIRIES TO MANUFAC-TURERS

Hudson has no interest in the sale or merchandising of either the materials or handling equipment and all inquiries and communications should be addressed directly to the manufacturers or their outlets as indicated on the attached literature. All of these manufacturers will be glad to supply any additional information needed or have their representatives call on you.

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E. J. Blum

Technical Service Manager,

(THIS BULLETIN AS WRITTEN IS BEING MAILED) TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 4.)

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1947 Series

Number 3

Date 1-10-47

Subject

TO ALL DEALERS:

ALUMINUM CYLINDER HEADS

As outlined in Mr. Dow's letter of December 30, the current critical iron castings situation and the increased availability of aluminum castings necessitates equipping approximately 50 percent of our eight cylinder engines with the aluminum type cylinder head, beginning about January 20.

STANDARD FUELS SATISFACTORY

Due to certain inherent characteristics of the aluminum alloy used for cylinder heads, it is feasible to employ higher compression than the standard cast iron head and still use the so called standard or regular gasolines with satisfactory results. The new aluminum cylinder head provides a compression ratio of 7.00 to 1 in comparison with the 6.50 to I ratio for the cast iron part and somewhat better performance and fuel economy.

FUEL VARY

In regard to fuels, it might be well to mention that the anti-knock quality varies from time to time and between brands which means that some gasolines give better results from this standpoint than others. Naturally, the gasoline having the higher octane rating will be less likely to cause pinging and this applies equally to fuels in the standard and premium groups and to engines with either the aluminum or cast iron cylinder head.

KEEP CYLINDER HEADS TIGHT

While on the subject of cylinder heads, we must again stress the importance of keeping them properly tightened. This is especially pertinent at this time of the year since during low temperatures there is a greater movement of the metal in the cylinder block, cylinder head and studs due to increased expansion and contraction. The need for cylinder head tightening is evidenced by the increase in the number of engines damaged each winter due to external coolant loss and by leakage into the cylinders.

INCLUDED IN PRE-DELIVERY, 1000 AND 5000 MILE INSPECTIONS

Tightening of the cylinder head stud nuts is called for and should be religously performed on both the new car pre-delivery and 1000-Mile inspections and is also included in the 5000-Mile inspection and adjustment which should be sold to the owner as maintenance service. Experience has shown that if the stud nuts are tightened in accordance with the recommended procedure at intervals of 5000 miles, leakage, gasket failures and other difficulties due to a loose head can be forestalled.

TORQUE WRENCH MUST BE USED

Correct and uniform. tightening of the head calls for drawing up the stud nuts in the proper sequence and to the recommended extent with the engine cold, followed by a final tightening after it has been run long enough to attain the normal operating temperature. A torque tension wrench is an absolute necessity in drawing up the nuts to the. exact requirements of 40 foot pounds for the six cylinder and 45 foot pounds for the eight cylinder engine.

(OVER)

Subject

The eight cylinder engine has 30 cylinder head studs arranged in three rows of 10 each. The sequence in which the stud nuts should be tightened, beginning with number 1 and progressing in numerical order, is as follows:

Right Row, front to rear -- 29, 23, 17, 11, 5, 2, 8, 14, 20, 26
Center Row, front to rear - 28, 22, 16, 10, 4, 1, 7, 13, 19, 25
Left Row, front to rear -- 30, 24, 18, 12, 6, 3, 9, 15, 21, 27

The six cylinder engine has 21 cylinder head studs arranged in three rows of 7 each which should be tightened in the sequence shown below:

Right Row, front to rear -- 17, 11, 5, 2, 8, 14, 20
Center Row, front to rear - 16, 10, 4, 1, 7, 13, 19
Left Row, front to rear --18, 12, 6, 3, 9, 15, 21

The accelerator cross shaft bracket and, in addition, the distributor support plate on the six cylinder engine tend to complicate the head tightening operation with the result that certain stud nuts are sometimes passed up. It is, of course, extremely important that these nuts be given equal attention even though it is necessary to remove and replace other parts in order to do the job properly.

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E. J. BLUM

TECHNICAL SERVICE MANAGER

THIS BULLETIN AS WRITTEN IS BEING MAILED TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN No. 5.)

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1947 Series

Number 4

Date 3/21/47

Subject

TO ALL DEALERS:

DRIVE-MASTER SERVICE IMPORTANT

The number of Hudson cars equipped with Drive-master has increased greatly during the past year and a high percentage of the cars being currently produced are equipped with this option. This adds up to a sizeable total number of Drive-Masters now in owners' hands and the proper servicing of these units should be one of the major objectives of our field service organizations.

INSPECTION CARDS AND TEST EQUIPMENT AVAILABLE

To assist in this direction, we are supplying the field with new Drive-Vaster Inspection and Adjustment Card (sample attached) detailing the operations to be performed during the New Car Pre-Delivery inspection, at the expiration of 500 miles of driving, and during the 1000 and 2000 Mile Inspections. A special test harness is also being made available through the Kent-Moore Organization, Inc., our special tool source, for testing the Drive-Master units and electrical circuits.

CAREFUL INSPECTION PAYS DIVIDENDS

By conscientiously performing the operations listed on the card at the stipulated intervals, you will go a long way toward assuring owner satisfaction through proper operation of the unit during the early period of ownership when those first impressions of the owner are so important. The thoroughness with which this work is dine will also largely determine the ultimate satisfaction he derives and the amount of warranty service you will be called upon to render in keeping the unit in operation) The work called for on the Drive-Master Card is included in the various now;, car inspections mentioned above, all of which are mandatory. These cards are furnished without charge and your requirements will be forwarded promptly upon receipt of information regarding the quantity you need.

PLACE ORDER FOR CARDS

TEST HARNESS ESSENTIAL ITEM

The new Drive-Master test harness is an Invaluable aid and time-saver in making the transmission switch and circuit tests and should be included in the equipment of every Distributor's and Dealer's Service Department. Through the use of this device and a simple, easily made test lamp and wires, the mechanic can take the necessary tests accurately from a convenient, comfortable position inside the car from which point he can also manipulate the various Drive-Master controls.

PLACE ORDERS WITH TOOL SOURCE

With this bulletin, we are inclosing an order blank which we suggest you fill in and mail at once. The KMO-670, Drive-Master Transmission Test Harness, sells for $4.25, less 5% cash discount and all orders should be sent directly to Kent-Moore Organization, Inc., General Motors Building, Detroit 2, Michigan.

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E. T. Blum

Technical Service Manager

HUDSON DRIVE-MASTER

Inspection and Adjustment

CAR NO. ..... OWNER .....

Routine inspection and adjustment checks made at the recommended periods will do more than anything else to keep the owner satisfied with Drive-Master and eliminate the need for frequent service in order to insure continuous trouble-free operation. These operations should be conscientiously performed in the order shown and at the *mileage periods called for.*

During the break-in period when the new car is being driven with the governor in place, Drive-Master naturally cannot deliver its best possible performance and this should always be taken into account when investigating reports of poor operation. **It is, therefore, most important that the owner be contacted and the governor be removed from the engine of his car just as quickly as the 500 mile period has been reached.**

Never attempt to demonstrate Drive-Master unless the car has been driven far enough to have the governor removed and these operations performed.

Before doing the following, check for excessive clutch slippage by placing the car in gear and engaging the clutch with brakes on.

(A) BELL CRANK YOKE ADJUSTMENT—

NEW CAR ☐ 500 MILE ☐ 1000 MILE ☐ 2000 MILE ☐

With engine shut off, piston rod pulled out as far as possible and clutch pull rod pulled forward, there should be ⅛ inch clearance between clevis pin and end of slot in link. When properly adjusted, the front end of the pull rod link will be flush with the front edge of the bell crank. If adjustment is required, loosen lock nut in link on rod and adjust upper nut to increase or decrease the clearance. Tighten lock nut and re-check.

(B) PISTON TRAVEL ADJUSTMENT—

NEW ☐ 500 ☐ 1000 ☐

With the engine running and with the compensating pin away from its stop (starting position) press forward on valve lever near end of piston rod until piston bottoms at front end of cylinder. When lever is released, piston should move back ½ inch. If it does not, loosen the 10-32 lock nut and turn threaded sleeve at the cam lever swivel until ½ inch travel is obtained.

Push compensating pin back against its stop. Piston should move in slightly.

If it moves out, eccentric bushing is upside down and should be reversed.

Check to see that cam swivel is set in rear hole of cam lever. See that cam turns freely on cam lever and that torsion spring holds cam firmly against its stop. If cam binds when screw is tight, check flanged spacer on which cam rotates.

(C) CHECK THROTTLE LINKAGE AND BELL CRANK SPRING ASSEMBLY FOR BINDING—

NEW CAR ☐ 500 MILE 1000 MILE ☐ 2000 MILE ☐

Check both with "OFF" button in and with "HDM" button in and engine running. Depress accelerator and release slowly. Linkage should return solidly against stop on accelerator switch. Recheck several times.

Free up if necessary and lubricate. **Do not attempt to correct by adding springs or by shortening present springs.**

(D) THROTTLE CROSS SHAFT ADJUSTING SCREW—

NEW ☐ 500 ☐

Cam lever adjusting screw should be approximately ½ inch from cam with throttle closed when making this check or adjustment.

With "HDM" button pushed in, start engine. Compensating lever will be away from its stop. Shift into second. Slowly rotate throttle bell crank which is under throttle lock diaphragm. Engine speed should increase approximately 100 R.P.M. before car begins to move. If engine speed increases too much, turn throttle cross shaft lever screw out. Be sure to tighten lock nut.

(E) CUSHION POINT ADJUSTMENT—

NEW ☐ 500 ☐

Shut off engine. Depress clutch pedal and start engine. (Compensating pin must be away from its stop.) Set parking brakes. Place Handy-Shift lever in second gear position. Hold cam against cam adjusting screw. Engine should stall. If engine does not stall, back out adjusting screw while still holding cam against screw until engine does stall.

(OVER)

(F) FOR FINAL CHECK, ROAD TEST CAR— ☐ NEW CAR ☐ 500 MILE ☐ 1000 MILE ☐ 2000 MILE

Engine speed should increase approximately 100 R.P.M. before car begins to move. Where the engine has a tendency to stall, turn cam screw in until smooth operation results. Never turn screw more than ½ turn at a time.

(G) CHECK THROTTLE LOCK DIAPHRAGM CABLE ADJUSTMENT (Engine Operating). ☐ NEW ☐ 1000

Energize diaphram solenoid and try to rotate throttle bell crank. If there is movement in the bell crank, it indicates an adjustment is needed. Make this by turning upper cable nut upward against block. Then de-energize solenoid and turn the nut up an additional 2½ turns. Tighten lock nut.

(H) CHECK ALIGNMENT OF VACUUM PIPE HOSE CONNECTIONS AT THE FOLLOWING POINTS: ☐ NEW

1. Throttle lock diaphragm.
2. Across engine from manifold to Vacumotive Drive power cylinder.
3. Right side of engine. (Be sure there is ample clearance with exhaust pipe.)
4. To power cylinder.
5. On power cylinder.

(I) CHECK ADJUSTMENT OF SHIFT SHAFT TRANSFER KEY BALL SOCKET. ☐ NEW ☐ 1000

1. It should operate freely, without perceptible end play in ball joint. Make sure lock nut is tight.
2. Lubricate transfer key grease fitting.

(J) POWER CYLINDER SHAFT ADJUSTMENT— ☐ NEW

With transmission in neutral, pull back on transfer diaphragm cylinder rod and fully engage transfer key in power lever. Distance from front housing edge of power cylinder to end of piston shaft must be four inches. Adjust, if necessary, by loosening lock nut and turn piston shaft with wrench. Use gauge.

(K) TRANSFER DIAPHRAGM ROD ADJUSTMENT— ☐ NEW

With power off and transfer key engaged in manual lever, distance from front face of diaphragm housing to end of shaft should be 3-3/16 inches. Adjust, if necessary, by loosening lock nut, holding shaft stationary with wrench and turning rod in or out with pliers.

(L) TIGHTEN SET SCREW IN TRANSFER KEY HUB— ☐ NEW CAR ☐ 500 MILE ☐ 1000 MILE ☐ 2000 MILE

This is very important.

(M) SHIFT LEVER LOCK SPRING— ☐ NEW

Be sure it is properly attached at both ends to lock lever and to clip.

(N) CHECK ALL CLIPS ON RODS— ☐ NEW

Be sure they are in place and are not damaged ("HDM" and throttle linkage.)

(O) CHECK ALL WIRE TERMINALS— ☐ NEW

Be sure plugs are fully inserted and wires properly secured. These include plugs on governor switch, power cylinder valve housing, Vacumotive cylinder solenoids, accelerator switch, body dash plug and transmission switch.

(P) CHECK TRANSMISSION SWITCH BOOT— ☐ NEW

See that it is in place to prevent dirt and water from getting into switch.

(Q) CHECK POSITION OF ALL WIRE HARNESSES— ☐ NEW ☐ 1000

Be sure no moving parts can touch them and cause damage. They should lay close to the transmission. Be particularly sure that the harness at the speedometer cable runs between the cable and transmission case. With Overdrive transmission, the wires to shifter unit should run alongside the O.D. unit and not on top of it.

(R) GOVERNOR SWITCH— ☐ NEW ☐ 1000

See that it is tight in transmission case.

(S) CHECK HANDY SHIFT LEVER— ☐ NEW

It should move freely into the low-reverse side after a shift to neutral from high to second. The Handy Shift Lever, when in neutral, must return by means of its own return spring positively to the second and high side when released from any position in the cross-over. Eliminate sticky cross-over when in "HDM" by adjusting neutral switch rod.

MILEAGE

DATE

INSPECTOR'S INITIALS

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1947 Series

Number 5

Date 3-20-47

Subject

TO ALL DEALERS:

CHANGES IN NEW CAR INSPECTIONS

On the basis of suggestions from the field and our own experience, we have reviewed the 1000-Mile and 2000-mile New Car inspections and made certain changes for 1947. These include the deletion of some operations from the 1000-Mile Inspection and their inclusion in the 2000-Mile Inspection in order to secure more logical and equitable distribution of the work and to permit a uniform charge of $5.00 when either inspection is made by other than the selling dealer.

REVISED OPERATIONS

Following are listed the operations included in the revised 1000 and 2000-Mile Inspections as set forth in the 1947 Hudson Owner Service Policy and also the Owner Manual or Instruction Book:

1000-Mile Inspection	2000-Mile Inspection
1. Check Operation of All Locks.	1. Check Operation of Signals and Instruments.
2. Check Signals and Instruments.	2. Check Operation of All Lights.
3. Check Operation of Lights.	3. Check Operation of Windshield Wipers.
4. Check Battery and Connections.	4. Inspect Cooling System and Connections (Anti-Freeze in Winter),
5. Tighten Cylinder Head Stud Nuts.	5. Check Battery and Connections.
6. Tighten Manifolds.	6. Adjust Tappets - Engine Hot.
7. Check Cooling System and Coolant.	7. Tune-Up Engine.
8. Check Clutch Pedal Clearance.	8. Check Generator Charging Rate.
9. Check Axle Shaft Nut Tightness.	9. Check Wheel Hub Bolts.
10. Check Wheel Hub Bolts.	10. Check Hand and Foot Brakes.
11. Check Rear Spring Clips.	11. Check Drive-Master.
12. Check Body Bolts.	12. Road Test.
13. Check Hand and Foot Brakes,	
14. Check Drive-Master.	
15. Road Test.	

The flat rate time for performing either the revised 1000-Mile or 2000-Mile Inspections is 3.5 hours for cars with standard equipment and 3.9 hours when Drive-Master is installed.

CHANGE CARDS ON HAND AND FOLLOW NEW PROCEDURE

From the above, it will be noted that the Engine Tune-Up, Tappet Adjustment and Generator Charging Rate Checks have been deleted from the 1000-Mile procedure and the Generator Charging Rate and Tappet Adjustment checks now become part of the 2000-Mile inspection. When reprinting of the 1000 and 2000-Mile Inspection Cards becomes necessary, they will be revised to conform with the above and, in the meantime, be sure to make these changes on the cards you have on hand and instruct your mechanics to follow the new procedures when these inspections on your owners cars.

E. T. Blum
Technical Service Manager

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1947 Series

Number 6

Date 4-1-47

Subject

SURPLUS HYDRAULIC FLUID

CAUTION OWNERS AGAINST USE

ATTACKS RUBBER PARTS -- MAY CAUSE BRAKE FAILURE

USE ONLY HUDSON FLUIDS

TO ALL DEALERS:

A large quantity of petroleum base fluid, developed for hydraulic and recoil mechanisms, has been declared surplus, and is being offered for sale at this time by the War Assets Administration.

Although W. A. A. is warning purchasers against the use of this material for brakes, there is a strong possibility that some of it will be offered to organizations engaged in servicing our cars and find its way into the Parts and Service Departments as material suitable for use as hydraulic brake fluid and shock absorber oil. We, accordingly, feel it is our duty to warn the field against the dangers of such usage, both from the standpoint of causing service difficulties of an ordinary nature and the more important angle of endangering human life through brake failure.

Brake fluids made from petroleum and many other oil bases have a very detrimental effect on rubber parts and must not be used in our cars.

To perform properly under varying climatic and other conditions, fluid suitable for use in hydraulic brake systems must meet a number of very rigid requirements. These include the ability to function at very low temperatures without freezing or congealing and to operate at high temperatures without gassing or vaporizing. such fluid, must not cause any corrosive action on the metal parts of the braking system, and most important, they must not attack or deteriorate the rubber parts; including the master and wheel cylinder piston cups and hoses.

Hudson brake and shook absorber fluids are obtainable from the Factory Parts Department. Do not take chances by using anything else in servicing these important units of our cars.

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E. J. Blum

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 29.)

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1947 Series

Number 7

Date 4-18-47

Subject

TO ALL DEALERS:

ALUMINUM HEAD SERVICE PROCEDURE

In the installation and servicing of the part number - 163603 - Aluminum Cylinder Head, which is now being used in production an a percentage of the series 173 and 174 eight cylinder cars, the practices and precautions outlined herein must be followed if trouble is to be avoided in the field.

COAT STUDS WITH SPECIAL LUBRICANT

When making installation of the aluminum cylinder head, all cylinder head studs must be completely covered for their full length, including the threads, with a heavy lubricant (part number 166549 - corrosion resistant oil). This is made by the Standard Oil Company of Ohio and is designated as their "Sohicyl 300". This must always be done before installation to prevent cylinder head seizure on the studs.

STEEL FERRULE GASKET MUST BE USED

Use only the part number - 166625 - cylinder head gasket with the aluminum head. This gasket has cadmium plated steel ferrules surrounding the water transfer holes in place of the copper ferrules used in the part number - 166240 - gasket for the cast iron head. The steel ferrule gasket may be used with either the aluminum or cast iron head while the copper ferrule gasket must be used only with the cast iron head.

USE WASHERS UNDER STUD NUTS

Place one part number - 71197 - steel washer (3/32” thick) under each cylinder head stud nut to distribute the load evenly on the bosses of the head.

HEAD TIGHTENING IMPORTANT

Tighten stud nuts carefully, using a tension wrench and draw up each nut to a load of 45 to 50 foot pounds torque. The 30 cylinder head studs are arranged in 3 rows of 10 each and should be tightened in the following sequence, beginning with number 1 and progressing in numerical order:

Right row, front to rear - 29, 26, 17, 11, 5, 2, 8, 14, 20, 26
Center row, front to rear - 28, 22, 16, 10, 4, 1, 7, 13, 19, 25
Left row, front to rear - 30, 24, l8, 12, 6, 3, 9, 15, 21, 27

Repeat the tightening process within 500 miles after installation and at 5000-mile intervals thereafter.

CORRECT SPARK PLUGS MUST BE USED

The Hudson Champion Type H-10 Spark Plug (part number 157055) must be used in conjunction with the aluminum head. The threaded portion of this plug is longer than that of the J-9 plug used with the cast iron head and provides the necessary additional threads to prevent stripping in the softer metal. Use new gaskets when installing spark plugs and tighten to a torque of 25 to 30 foot pounds, using a tension wrench.

- OVER -

Subject

LOOSEN WITH COMPRESSION

In the removal of aluminum cylinder heads which have a tendency to stick, the use of engine compression pressure will assist in breaking them loose. This is accomplished by backing off each stud nut 2 or 3 turns and cranking the engine by pressing the starter solenoid button with the ignition switch turned off.

USE PROPER CLEANERS AND INHIBITORS

Use Hudson Radiator Rust preventive (part number 165923) in the cooling system at all times, with and without antifreeze. Twice a year, each spring and fall, drain and clean the cooling system, using Hudson Radiator Flush (part number 166548). Avoid the use of alkaline cleaners and inhibitors which have a detrimental effect on the aluminum type cylinder head.

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E. J. Blum

Technical Service Manager

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1947 Series

Number 8

Date 6-18-47

Subject

TO ALL DEALERS:

SHORTED BATTERY CABLES

Reports have been received from a few points concerning run-down batteries and damaged wiring caused by short circuiting of the battery to starter cable. This has been encountered on new cars during transit as well as after delivery to owners.

EXCESSIVE SLACK RESPONSIBLE

Our investigation discloses that excessive slack in the cable and the attached wiring harness below the cable, supporting it to the fender panel, permitted the wires to contact the frame and/or steering gear housing. The rubbing action between the parts, set up by movement of the engine on its mountings, tends to wear the insulation through and is responsible for the short circuiting which takes place with resultant damage to the wiring.

CHECK STOCK AND OWNER'S CARS

Needless to say, steps have been taken in production to correct this situation but because of its importance, we are calling it to the field's attention with the request that this detail be checked on new cars in Distributor's and Dealer's stocks as well as cars recently delivered to owners.

EXAMINE WIRES AND RE-LOCATE IN CLIP

Where evidence of interference is found, examine the wires carefully and reinforce any weak spots in the insulation by taping. Where inspection shows that the wires have been damaged considerably, replacement, of course, should be made. The clip holding the battery cable to the fender apron should be loosened and the cable pulled upward so that practically all of the slack is at the top or battery and. When doing this, allow enough play to compensate for the movement of the engine without placing a strain on the wires or permitting them to rub against any metal surfaces.

BUILD UP CABLE

If it is found that the clip does not hold the cable securely after it has been tightened, place a few wraps of friction tape around the insulation at the point where the cable is attached.

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E. J. Blum

TECHNICAL SERVICE MANAGER

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1947 Series

Number 9

Date 6/27/47

Subject

1947 Series

TO DEALERS:

From information reaching us, it is evident that some important details which should be checked during car inspections and when brake work is done are not receiving proper attention in the field. We are referring particularly to failure to check adjustment of the brake mechanical follow-up mechanism and the condition of the linkage and hydraulic lines and hose connections.

BRAKE INSPECTION AND ADJUSTMENT

The mechanical reserve brake is a safety feature exclusive with Hudson and unless proper adjustment is maintained, it cannot perform the function for which it is designed. Further, if the mechanical follow-up linkage is badly out of adjustment, normal foot brake operation may be interfered with, requiring undue pedal pressure when stopping the car.

MECHANICAL RESERVE BRAKE SAFETY FEATURE

The follow-up mechanism must be adjusted so there is a distance of 1-7/16 inches between the rear face of the hexagon shoulder on the push rod adjustable end and the front face of the push rod proper. With this adjustment, the range of foot pedal travel, under conditions of normal lining wear and brake shoe adjustment, is sufficient to permit hydraulic brake application without bringing the mechanical follow-up into play and, at the same time, allows enough reserve pedal travel for mechanical application in case of difficulty with the hydraulic system.

FOLLOW-UP ADJUSTMENT IMPORTANT

Dirt and road splash deposits accumulating in the push rod tend to restrict telescopic movement between the parts resulting in partial application through the cables when the brakes are hydraulically applied and hard pedal action. Remove rust and dirt when checking adjustment and lubricate sliding surfaces with water pump grease or other water resisting lubricant.

CLEAN AND LUBRICATE PUSH ROD

Efficient and safe brake operation can be assured only by frequent and careful inspection of all parts of the braking system. This includes not only a check of the linkage and other parts associated with the mechanical system for freedom of operation, proper lubrication and cotter pinning; but also the brake lines, connections and hoses - - those vital parts of the hydraulic system which are so often neglected during inspection and brake work.

MAKE COMPLETE INSPECTION

The various tubes comprising the hydraulic lines should be looked over for signs of fluid leaks, flattened and damaged areas and loose connections. The hoses connecting the front and rear lines with the front wheel cylinders and the rear axle tee, respectively, should be given special attention to be sure they have not been damaged by contacting parts of the chassis and body. In the case

EXAMINE FRONT HOSES AND INTER-FERENCE AND POSSIBLE DAMAGE

(OVER)

of the front brake hoses, look for wear or damage due to interference with the wheel rims, brake drums or steering arm nut cotter pins when the wheels are -turned hard over. If the clearance between the hoses and these parts is not great enough, additional space can generally be had by loosening the nut securing the hose to the frame bracket and twisting the hose slightly before tightening the nut.

The rear brake line to rear axle hose should be checked for wear and damage due to the possibility of interference with the rear axle frame cross member, rear stabilizer or body under panel, especially on cars on which excessive rear spring bottoming has been experienced. As in the case of the front hoses, interference can be minimized or corrected by loosening the hose connections and turning the hose so greater clearance can be had. Needless to say, any hoses that show evidence of damage which might impair their strength or safety should be replaced at once.

From the standpoint of safety, the importance of these inspections cannot be over-stressed and if you have not already done so, we urge you to instruct your men to check these details whenever a car is on the hoist for repair work or lubrication attention. Inspection of most of the points covered herein can be made visually and the time required to do this is so small -that we cannot afford to over-look them.

E. J. Blum

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BRING MAILED TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 58.)

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1947 SERIES

Number 10

Date 7-1-47

Subject

TO ALL DEALERS:

NEW TOOL MANUAL

A new manual dealing with' special tools designed for servicing Hudson cars has been printed and copies are now being distributed to the field in a general mailing.

ALL SPECIAL AND SOME UNIVERSAL TOOLS SHOWN

All of the tools coming within the special tool category, currently supplied by our tool source, are included in the approximately 120 items listed, together with a number of other items of the universal type which are also available. In keeping with past practice, the tools are described and illustrated in action and the car models to which they are applicable are shown.

REPAIR PARTS LIST AND SEPARATE PRICE LIST INCLUDED

In the new manual, prices are omitted from the descriptive information and instead a separate price list is inserted which can also be used as an inventory and check sheet. Both alphabetical and numerical indexes are provided to facilitate tool reference as well as a repair parts list showing the part numbers and component parts available for repairing certain special tools and equipment items.

PLACE ORDERS FOR ADDITIONAL TOOLS

The Items included in the Distributor and various new Dealer essential tool groups covered by the tool order placed at the time the contract is signed, represent only basic requirements and are intended to serve as a nucleus for the special tool complement needed to do an adequate service job. Special tool facilities should, therefore, be checked from time to time and orders for additional items placed as they are required. In the back of the new tool manual, order blanks are inserted to facilitate ordering these tools.

Additional copies of this tool manual ,will be furnished, without charge, upon request.

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E. J. Blum

Technical Service Manager

(THIS BULLETIN IN REVISED FORM IS BEING MAILED TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 59.)

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1947 SERIES

Number 11

Date 9-8-47

Subject

TO ALL DEALERS:

NEW FLAT MANUAL RATE

The new Flat Rate Manual, covering service operations on Hudson cars, is off the press and copies are being distributed to the field in a mailing now taking place.

COVERS 1936-1947 MODELS - MORE OPERATIONS AND GREATER COMPACTNESS

The new manual follows the style adopted by us some time ago and is a bound book, 8-1/2" x 11" in size, in which are listed practically all of the important operations required in servicing the Hudson models produced during the years 1938 to 1947 inclusive. Due to re-arrangement and printing changes, it has been possible to reduce the thickness of this manual by 25 pages, without sacrificing legibility, completeness or ease of reference, despite the fact that approximately 75 additional operations have been added.

REVISED TIMES BASIS OF CERTIFICATE ADJUSTMENTS

The time for many operations has been adjusted upward in keeping with our own experience, re-studies and recommendations from the field. The flat rate time allowances, as shown in the manual apply on certificates covering replacement transactions effective upon receipt of the new book.

EXTRA COPIES AVAILABLE

In the distribution of the new manual, one copy is being mailed to each Master Dealer and Service Station Agreement Holder of record. Additional manuals are available from the factory, however, the current high printing costs make it necessary for us to place a charge of fifty cents each for extra copies. Orders for additional books should be placed with the Factory Parts Department on the regular parts order form.

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E. J. Blum

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 70.)

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1947 SERIES

1947 SERIES

Number 12

Date 10-14-47

Subject

NEW EQUIPMENT MANUAL

CONTAINS COMPLETE EQUIPMENT IDENTIFICATION

ORDER SPECIAL TOOLS FROM KENT-MOORE ORGANIZATION

SEPARATE SUN MANUAL INCLUDED

TO ALL DEALERS:

Volume No. 2, the 1947-1948 edition of the A.A.A.M. Service Equipment and Tool Manual, has been received by us and copies are being sent to all Distributors, Dealers and Service Station Agreement Holders in a mailing now in progress.

This publication is issued by the A.A.A.M. Research Institute of St. Louis, Missouri, and contains 312 pages cataloging and describing service station equipment and tools manufactured by sixty-two representative firms whose products are merchandised through jobbers. Having complete information and specifications of the most modern and up to date equipment between two covers, this manual is especially valuable for reference purposes and when recommending or ordering equipment and general purpose tools. The book is divided into two sections, one covering equipment and the other tools and separate indexes show product items and manufacturers' names.

In mailing this manual to the field, we are not in any way changing the existing set-up with our source for special tools designed for servicing Hudson cars. As heretofore, items coming within the category of special tools should be secured from the Kent-Moore Organization, Inc., General Motors Building,, Detroit 2, Michigan. Complete information regarding these tools will be found in the Hudson Special Tool Manual sent you some time ago.

Along with the A.A.A.M. publication, we are sending a copy of the latest manual issued by the Sun Electric Corporation, Chicago, Illinois, covering electrical and engine testing equipment.

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E. J. Blum

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 79.)

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

General Technical Policies AND Information Bulletin

1947 SERIES

Number 14

Date 10-14-47

Subject

NEW MECHANICAL PROCEDURE MANUAL

COVERS SERVICING OF 1942 THRU 1947 MODELS

EARLIER MODEL TRANSMIS-SION AND SUSPENSION INCLUDED

INITIAL BOOK GRATIS - EXTRA COPIES AVAILABLE

TO ALL DEALERS:

Printing of a new Mechanical Procedure or Service Manual has been completed and we are now engaged in distributing copies of this publication to the field.

Since the adoption of the 8-1/211 x 11" paper bound book by us some years ago, we have followed the practice of covering the servicing of each year's models in a separate edition of the Mechanical Procedure Manual. However, due to the fact that no cars were built during the war years 1943, 1944 and 1945 and since the important features of design affecting the servicing of the 1946 and 1947 Models remain basically the same as for the earlier cars, it was decided to publish a combined issue covering the cars produced from 1942 through 1947 inclusive.

In order to further enhance the scope and usefulness of the new manual, we have gone beyond the 1942 Models in providing separate sections covering the servicing of the Front Suspension of the 1937-1939 Models and the Transmission of the 1937 through 1940 Models. These are the important units in which the design features and servicing procedures differ materially from those applying to the 1942 and later cars.

In the current mailing one copy is being sent, without charge, to each Master Dealer and Service Station Agreement Holder of record. Additional copies of the Mechanical Procedure Manual are available at $1.50 per copy and should be ordered from the Factory Parts Department on the regular parts order form. The manual is also available at this price to owners, fleet operators and others who request it.

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E. J. BLUM

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING SENT TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 80.)