

HUDSON MOTOR CAR CO.

General Technical Policies & Information Bulletins

1946 Series

- Nr. 7 - Electric Fuel Pump
- Nr. 11 - Engine Misfiring or Bucking
- Nr. 17 - Brake Cable Interference
- Nr. 19 - Special Tool Price Changes



General Technical Policies

AND Information

Bulletin

1946 Series

Number

7

Date

4/9/46

Subject

TO ALL DEALERS:

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

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.

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.

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

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)

ELECTRIC
FUEL
PUMP

CAPACITY
INDEPENDENT
OF
ENGINE
SPEED

SENSITIVE
TO AIR
LEAKS

IMPORTANCE
OF TIGHT
CONNECTIONS

CHECK PUMP
AND FLEXIBLE
CONNECTION
FOR OBSTRUCTIONS

Subject

- 2 -

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.

* * * * *

E. J. Blum

Technical Service Manager

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



General Technical Policies

AND Information

Bulletin

1946 Series

Number

11

Date

5-23-46

Subject

TO ALL DEALERS:

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.

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.

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 car 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.

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.)

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.

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.

ENGINE
MISFIRING
OR BUCKING

MANIFESTED
ON DECELE-
RATION
ONLY

LEAN
MIXTURE
RESPONSIBLE

LOOK FOR
AIR LEAKS

DISCONNECT
CLIMATIC
CONTROL
TUBE

TIGHTEN
INTAKE
MANIFOLD
AND RECHECK

(OVER)

Subject

- 2 -

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.

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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.

* * * * *

E. J. Blum

Technical Service Manager

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



General Technical Policies AND Information Bulletin

1946 Series

Number

17

Date

8/16/46

Subject

TO ALL DEALERS:

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.

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.

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.

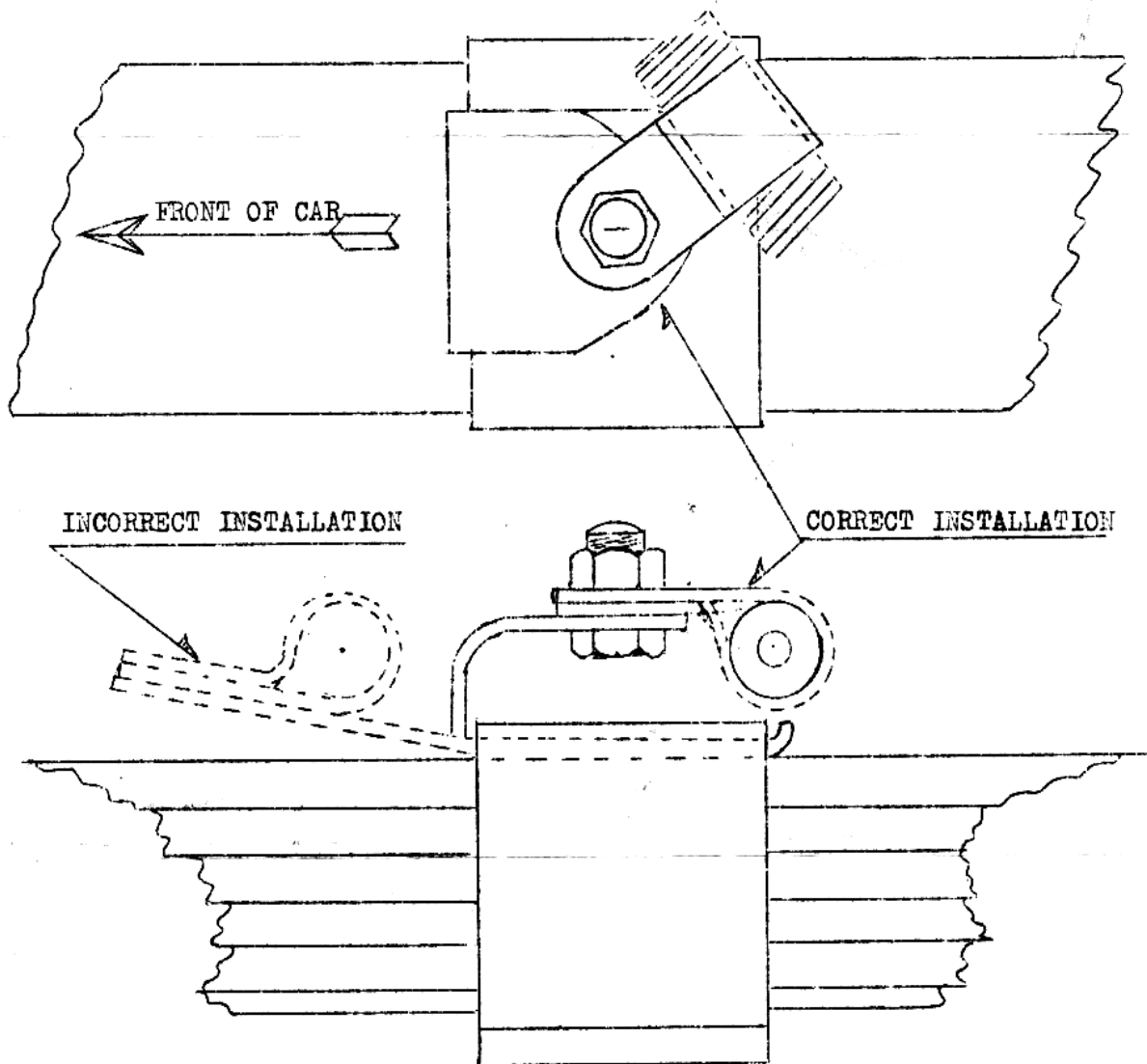
E. T. BLUM

Technical Service Manager

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

BRAKE
CABLE
INTERFER-
ENCEPOSITION
OF CLIPS
CHANGEDCHECK CARS
AND CORRECT
IF NECESSARY

REAR BRAKE CABLE CLIP INSTALLATION





General Technical Policies

AND Information

Bulletin

1946 Series

Number

19

Date

11-14-46

Subject

TO ALL DEALERS:

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.

SPECIAL
TOOL PRICE
CHANGES

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.

MATERIALS
DIFFICULT
TO GET

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.

SOME ITEMS
DISCON-
TINUED

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.

REVISED
PRICE LIST

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.

NEW TOOL
MANUAL

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

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 .....	.....
.....	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 Boring 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 Boring 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 .....	.....	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 .....	.....
.....	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.
.....	KMO-511	MH-1 Magnetic Trim Hammer .....	.....	\$ 2.75
.....		WC-2 Wide Caulking Iron .....	.....	1.21
.....		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.
.....	KMO-511	MH-1 Magnetic Trim Hammer	\$ 2.75
.....		WC-2 Wide Caulking Iron	1.21
.....		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 Hammer90
.....	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.
.....	KMO-511	MH-1 Magnetic Trim Hammer .....	.....	\$ 2.75
.....		WC-2 Wide Caulking Iron .....	.....	1.21
.....		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

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the pump proper. Our attention has also been called 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)