NEW ARRANGEMENT FOR PRESENTING OWNER INSTRUCTION LITERATURE

All owner instruction literature is being placed in a special folder designed for this purpose, and is placed in the locker box of every new car.

The folder contains in separate pockets, the preliminary operating instructions, owner manual, service policy and owner registration card. For those cars that are equipped with a radio or a heater the folder will also contain instruction literature covering the operation of these units.

It is imperative that one of these folders complete with the above literature be included with every new car when delivered to the purchaser, as this is a vital part of the new car delivery program.

It is suggested that all those who have to do with preparing new cars for delivery, become familiar with this new arrangement of presenting the owner information. In every case, the person making new car delivery should go over each piece of this literature with the owner at that time.

To the new car purchaser this is very important, especially at a time when he may evaluate the Dealers service from the standpoint of care given to details.
Dollars for Hudson Dealers

Many Hudson dealers have increased their customer labor and profits through the sale and installation of Hudson Rebuilt Engines.

Since the introduction of this Program, Hudson owners and dealers have readily accepted this rebuilt engine because of its outstanding performance in the field.

Rebuilt Engines are remanufactured under the supervision of the Hudson Inspection Department and are held to the exacting specifications of our new Hudson engines.

C & K Hudson Engine Rebuilders, Inc., excel in engine rebuilding, and their full output is exclusively Hudson Rebuilt Engines.

Old engines, when received from Dealers, are first completely disassembled. The cylinder blocks are then thoroughly cleaned and de-greased, followed by very rigid inspection. All cylinder bores are carefully refinishing up to a maximum of .030" oversize if necessary.

As a further precaution, and to assure Hudson owners of new block efficiency all cylinder blocks used in the Rebuilding Program are completely re-surfaced on a standard Surface Grinder, to assure accuracy and proper seating for cylinder head and gaskets.

The crankshafts also go through the same cleaning process and the bearing surfaces are then reground to a maximum of .020 undersize. If regrounding to a smaller diameter is necessary, the crankshaft is replaced with a new one. All connecting rods also have to pass a rigid inspection and are then rebabbitted to assure new rod performance.

Only new Hudson Factory Approved Parts are used in remanufacturing these engines, which include: valves, valve springs, tappets, crankshaft bearings, pistons, piston pins, service piston ring sets, camshaft bearings, camshafts and timing gear sets.

All Rebuilt Engines carry the usual manufacturers' warranty, which is ninety (90) days or 4,000 miles, whichever occurs first. Warranty claims on Rebuilt Engines will be handled the same as any other Hudson part, through the Owner Relations Department.

Rebuilt Engines are carefully prepared for shipment. The cylinder block is painted with aluminum heat-resistant paint. All machined surfaces including top of block, cylinder bores, valve chambers, crankshaft, camshaft ends, crankshaft ends, etc., are well coated with a rust preventive solution that can be easily removed with mineral spirits or kerosene. The engine is placed on a sturdy box frame lined with waterproof paper. Waterproof paper also covers the top of the block and a wooden box protects the cylinder head studs. The top and bottom boxes are banded together forming a strong compact shipping unit.

Hudson dealers through the medium of direct mail, personal telephone calls and newspaper advertising have been bringing to the attention of Hudson car owners the fact that a Hudson Rebuilt Engine can be installed within twenty-four (24) hours and can be purchased on easy monthly installments.

Dealers have found that Hudson Rebuilt Engines attractively displayed lead to additional sales.

A Hudson Rebuilt Engine

Well Displayed Is Half Sold

Part numbers covering Hudson Rebuilt Engines are listed herewith:

C 302301—1936 All, plus 1937 models 70, 71 and 78 Long Stroke
C 302302—1937 Models 72, 73 only, 1938-1939 Long stroke
C 302303—1938-1939 Short Stroke
C 302304—1940 Long Stroke
C 302305—1940 Short Stroke
C 302306—1941-1947 Long Stroke
C 302307—1941-1942 Short Stroke

Complete information on prices, ordering, shipping and the return of the replaced engines has been covered in separate bulletins to all Dealers. (No. 15, dated May 17, 1949).

Everyone who has occasion to contact owners should keep in mind this excellent provision for supplying a guaranteed Rebuilt Engine.
VACUUM AND MECHANICAL SPARK ADVANCE 6 CYL.—491 AND 492 ENGINE

General Technical Policies and Information Bulletin Number 5 of January 14, 1949 outlined in detail a change in vacuum spark advance from 8.5 degrees to 4 degrees maximum. Although this change became effective in production at car 49133913, some distributor breaker plates may have been changed in the field on cars prior to this number.

When testing a distributor for vacuum advance always check the small number stamped on the breaker plate as shown. This number indicates the vacuum advance. Following are the tables covering the 8.5 degree and 4 degree advance rate.

<table>
<thead>
<tr>
<th>8.5 DEGREE DISTRIBUTOR</th>
<th>4 DEGREE DISTRIBUTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Inches of Mercury</strong></td>
<td><strong>Degrees Advance at Distributor</strong></td>
</tr>
<tr>
<td>9.5</td>
<td>0</td>
</tr>
<tr>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>11.5</td>
<td>4</td>
</tr>
<tr>
<td>13.25</td>
<td>7</td>
</tr>
<tr>
<td>14</td>
<td>8.5</td>
</tr>
</tbody>
</table>

Later, and beginning with car 49176984 the mechanical advance range was modified. These Distributor assemblies may be identified by the number on the name plate as—I.G.S. 4213-1 has 12 degree advance and I.G.S. 4213-A1 has a 9 degree advance. This change in mechanical advance must also be taken into consideration when testing the unit.

<table>
<thead>
<tr>
<th>DISTRIBUTOR I.G.S. 4213-1</th>
<th>DISTRIBUTOR I.G.S. 4213 A-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distributor RPM</td>
<td>Degrees Advance at Distributor</td>
</tr>
<tr>
<td>400</td>
<td>0</td>
</tr>
<tr>
<td>535</td>
<td>1</td>
</tr>
<tr>
<td>1200</td>
<td>6</td>
</tr>
<tr>
<td>1870</td>
<td>11</td>
</tr>
<tr>
<td>2000</td>
<td>12</td>
</tr>
</tbody>
</table>

REDUCED DISTRIBUTOR VACUUM ADVANCE EIGHT CYLINDER ENGINE

The eight cylinder distributor vacuum advance has recently been changed from a maximum of 8.5 degrees to 4 degrees at the distributor. The vacuum advance of the new distributor does not become effective as early but reaches its maximum later than that of the former distributor.

The change became effective beginning with car number 494114018. The new distributor bears symbol number I.G.T.—4204-B1 and has the figure 4 stamped on the breaker plate. The first type distributor symbol number is I.G.T.—4204-A1 and has a figure 8.5 stamped on the breaker plate. These figures are just opposite the vacuum control diaphragm as shown in the illus.

This change in vacuum advance should be kept in mind when testing the new distributors, and reference made to the correct advance table as shown below.

<table>
<thead>
<tr>
<th>DISTRIBUTOR I.G.T.—4204-A-1</th>
<th>DISTRIBUTOR I.G.T.—4204-B-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inches of Mercury</td>
<td>Degrees Advance</td>
</tr>
<tr>
<td>9 3/4</td>
<td>0</td>
</tr>
<tr>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>11 5/8</td>
<td>4</td>
</tr>
<tr>
<td>13 3/8</td>
<td>7</td>
</tr>
<tr>
<td>14</td>
<td>8.5</td>
</tr>
</tbody>
</table>

No change has been made in the mechanical advance and the following table applies to all 480 and 490 series 8 cylinder engines.

<table>
<thead>
<tr>
<th>DISTRIBUTOR R.P.M.</th>
<th>DEGREES ADVANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>300</td>
<td>0</td>
</tr>
<tr>
<td>335</td>
<td>1</td>
</tr>
<tr>
<td>400</td>
<td>3</td>
</tr>
<tr>
<td>1025</td>
<td>10</td>
</tr>
<tr>
<td>1700</td>
<td>17.5</td>
</tr>
</tbody>
</table>
HUDSON LIQUID GLAZE SERVICE TREATMENT SALES ARE BIG POINT WINNERS. After you qualify each sale means 300 prize points for you. The national prizes in service in each classification start off with a first prize of 60,000 prize points.

PUT YOUR NAME INTO THE PRIZE WINNER COLUMN!
WIND UP '49 WITH A BANG!

- More Service Customers
- More Labor and Parts Sales
- More Absorption of Overhead
- More Profit and Prestige

Cash in on Hudson's New Exclusive "Pin-Up" Cards
These "PIN-UP" Cards Pack A Terrific

SEPTEMBER Mailing

There are 3 sides to Discipline:
The child's side; The parents' side;
The side that gets spanked!

OCTOBER Mailing

Nothing Ruins the Truth Like Stretching It!

BE SURE! GET OUR Safety Service NOW!

LOOK! Optional Card

IT'S EXCLUSIVE!

Actual cards are over twice this size! Richly printed in full colors!
Your imprint is BIG!

For those Dealers who have no Winter Get-Ready Problems... we offer optional copy on the October Card... to pull in business by offering a Seasonal Check-Up Special.

YOUR COMPETITION WILL ENVY THIS BARRAGE OF HARD-HITTING SERVICE MAILING PIECES!
NOVEMBER Mailing

As you grow older you stand for more and fall for less.

DECEMBER Mailing

This Beautiful CHRISTMAS FOLDER will be Appreciated By Your Customers.

They appeal to ALL people.

Each card sells a specific Service.

YOUR NAME is featured boldly under each clever slogan.

They're decorative... They'll be displayed on walls and desk tops, giving your name long-time remembrance value.

They will create favorable comment—just what you want your advertising to do!

This is a double Jumbo Card, Addresses same as the other cards. Comes sealed for mailing.

WATCH YOUR MAIL FOR ACTUAL SAMPLES AND ORDER FORM
OTHER SERVICE PROMOTION PROGRAMS PRODUCED FOR YOU! ⭐ Designed to tell everyone who passes by or stops in—that YOU are in the Service business

HUDSON SERVICE OF THE MONTH

SUGGESTED WINDOW CARTOONS FOR AUGUST AND SEPTEMBER
(Suggested paintings go to you free)

ALL-HUDSON POSTER SERVICE

Excellent “point-of-sale” advertising! These brilliant posters are powerful “persuaders”

They sell without “pressure.” Designed exclusively for you by Hudson Service Dept.

Sign up now with your Hudson Representative

HUDSON MOTOR CAR CO., Service Promotion Dept., Detroit 14
AZE PRIZE CENTER

P&A SALES

HOW YOU WIN PRIZES!

EACH TIME YOU SELL A HUDSON LIQUID GLAZE DUO-KIT OR A HUDSON LIQUID GLAZE PINT SET YOU EARN PRIZE POINTS, AND OH, WHAT PRIZES THESE POINTS CAN BRING! Head for the national P & A prizes—don't forget, first prize in your dealer classification means 60,000 prize points.

THE PRIZES ARE THERE WAITING TO BE WON!
DRIVE-MASTER CIRCUIT FUSE CHANGED

The 10 ampere Drive-Master circuit fuse as used heretofore has been replaced by a 15 ampere fuse of the same type. Under certain operating conditions it was found that the momentary current draw was sufficiently high to part the element without having blown the fuse, this was very difficult to see, yet the circuit would be broken causing the unit to become inoperative.

This is one of the first points that should be checked in case of an inoperative unit, and where the 10 ampere fuse is found in this position it should be replaced with a 15 ampere fuse, Part No. 71406. This fuse is mounted in clips attached to the forward side of the Drive-Master instrument panel switch.

REAR VIEW MIRROR SUPPORT BRACKET

To improve the stability of the rear view mirror, a Support Bracket and a Bracket Cover have recently been added in production. These bear part numbers 216772 and 216773 respectively.

These are adaptable to all 480 and 490 series Hudson cars and are particularly effective when used in connection with the heavier Glare Proof and Oval Rear view mirrors that may be installed as accessories. If the car is radio equipped the rubber grommet part 171255 must be installed over antenna lead to prevent a ground.

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.

THE CORRECT LUBRICANT MUST BE USED
WITH HYPOID GEAR

One of the most vital points with regard to lubrication is the Hypoid rear axle gear and pinion. It is known that when these gears are broken in with the proper lubricant the bearing surfaces of the teeth become polished and gear operation is smooth and silent. Should an incorrect lubricant be used, tooth surfaces are likely to become rough and scored, resulting in noisy gears.

As outlined in General Parts Policies and Information Bulletin 15 (Dealer No. 14) there will be included with every shipment of a Hypoid Carrier assembly or gear and pinion set, a two quart can Part 302710 of Hypoid gear lubricant, which is to be placed in the rear axle following the new gear set or unit installation.

This lubricant is especially suited for protection of the gears during the break-in period and may be left in the axle for the first 10,000 miles, with any such addition as may be required to maintain the proper level.

Following a Hypoid gear replacement the car owner should be instructed to refrain from fast acceleration or high speed driving during a 500 mile break-in of the gear and pinion, as would be done in the case of a new engine.
VIBRATION DAMPENER
6 AND 8 CYLINDERS

The inner member or hub of the vibration damper is secured to crankshaft with key and cap screw. The outer member is attached to the hub by means of two rubber discs, a plate and cap screws.

In some instances the vibration damper was found to be inoperative due to the outer member having become locked by the head of the central cap screw when it was tightened.

An inoperative vibration damper is indicated by excessive engine roughness and vibration at approximately 24 to 26 M.P.H. If an inspection proves the cap screw lock is contacting the outer member of the damper, simply remove the center holding cap screw, bevel the outer corners underneath the hexagon head as shown in cut and install. Tighten to 100 to 120 lbs. torque, and bend all lips of the locking washer over the flats of the cap screw.

To preclude the possibility of this condition in the future the vibration damper hub length has been increased sufficiently to provide adequate clearance between the cap screw head and the outer member.

SPARE WHEEL MOUNTING BOLT
ALL CARS

To eliminate the tendency of spare wheel clamping bolt to become cross-threaded or seize, bolt part number 171287, has been superseded by one bearing part number 171414, which is longer, tapered on the end for easy starting and plated to prevent seizing. The thread pitch has been changed from \( \frac{5}{8}'' \) 20 to \( \frac{5}{8}'' \) 13 on both the bolt and tapping plate, therefore these bolts are not interchangeable. This became effective beginning with car number 49199839.

When removing the \( \frac{3}{8}'' \) inch pipe plugs from the crankcase of the 480 and 490 Six Cylinder Engine, for making oil filter connections the use of a \( \frac{3}{4}'' \) inch square socket is well suited for this purpose.

Tap the socket wrench over the square end of the pipe plug to a snug fit and the danger of turning the corners or a twisting it off will be minimized.

UNDERSIZE CONNECTING ROD BEARINGS
SIX CYLINDERS

Undersize connecting rod bearings are available in the following sizes— and are furnished only in pairs, that is the upper and lower bearing:

- .001 undersize—Part No. 302746
- .002 undersize—Part No. 302747
- .010 undersize—Part No. 302748
- .012 undersize—Part No. 302749

UNDERSIZE MAIN BEARINGS
SIX CYLINDER—480 AND 490 ENGINE

In addition to the .001 and .010 undersize main bearings listed in the parts catalog, we will supply the following undersize parts. These are packed in containers consisting of one upper and one lower bearing. The undersize is marked on each container also on the back of each bearing.

- .002 undersize—Crankshaft Brg. #1 Prt. No. 302727
- .012 undersize—Crankshaft Brg. #1 Prt. No. 302729
- .002 undersize—Crankshaft Brg. #2 Prt. No. 302732
- .012 undersize—Crankshaft Brg. #2 Prt. No. 302734
- .002 undersize—Crankshaft Brg. #3 Prt. No. 302737
- .012 undersize—Crankshaft Brg. #3 Prt. No. 302739
- .002 undersize—Crankshaft Brg. #4 Prt. No. 302742
- .012 undersize—Crankshaft Brg. #4 Prt. No. 302744

The above undersize bearings may be ordered in the regular manner.

When undersize main or connecting rod bearings have been used in newly built 6 cylinder engines, either 480 or 490 series, it is indicated by marking on the front side of No. 1 crankshaft counterweight as follows:

M.U.—All main bearings .010 undersize
P.U.—All connecting rod bearings .010 undersize
M.P.U.—All main and connecting rod bearings .010 undersize.

Be sure to become familiar with this and always check it carefully, before doing any bearing work.

The thrust face bearing width of number 3 crankshaft upper and lower bearings have been increased \( \frac{3}{16}'' \) of one inch to improve life of the thrust area.
HOW’S YOUR OIL FILTER?

A substantial pick-up in Oil Filter sales by Hudson Dealers is being reported since the new Hudson-Fram Oil Filters and Replacement Cartridges were announced. Although they have been available only since June, some dealers are already reporting sales as high as six in two days. It is no wonder that sales have jumped, because the Fram Filter is recognized as one of the leading Filters in the world.

Dealers' Reports reveal the following sales advantages:

(1) Filter Display furnished sells itself

(2) Price

(3) Easy installation

HUDSON-FRAM FILTERS PLUS HUDSON-FRAM REPLACEMENT CARTRIDGES MEAN PLUS PROFITS! FOR HUDSON DEALERS

ASK YOUR ZONE OR DISTRIBUTOR FOR FREE PROMOTIONAL KIT

OVERSIZE VALVE TAPPETS FOR THE SIX CYLINDER—480-490 ENGINE

The valve tappets of the six-cylinder engine being fitted directly in the cylinder block necessitates oversize tappets in case of excessive clearance.

There has recently been released, for service, valve tappets in the following oversizes—which will be furnished assembled with the adjusting screw, packed in cartons of 12 each with the oversize marked on outside ends of package.

.002 oversize—Part No. 302594
.004 oversize—Part No. 302595
.010 oversize—Part No. 302596

These are available and may be ordered in the regular manner. The proper clearance when fitting tappets is .00075 to .00175 clearance.

MANIFOLD STUDS ON THE 6 AND 8 CYLINDER ENGINES

are of two types. Although both ends have the same thread, the threaded length and pitch diameter are different. From this it will be seen that in order to procure a proper fit of stud in cylinder block threads, and correct height of the stud, it is important to start the right end.

Studs 170990, 170991 and 170992 having a center punch mark on one end have a rolled thread and this portion should be out, starting the other end in the cylinder block. When there is no center punch mark on the stud it is a machine cut thread and the end having the $\frac{3}{16}$ x 45 degree chamfer should be started in the cylinder block, this is important so that the stud will drive tight before bottoming.