Our Sincere Holiday Greetings and Good Wishes for the New Year
REAR COMPARTMENT DOOR LOCK
'A' SERIES

Description: The new rear compartment door lock for all "A" Series cars is of the center latching type, consisting of a rotating catch which is actuated by and engages a cylindrical striker. When closed, the catch is locked by the engagement of the pawl in the catch (solid outline Figure 1). To open, the key is turned clockwise in the lock, rotating a cam and lifting the pawl out of the notch in the catch, allowing the catch which is spring loaded to rotate out of the locked position as the rear compartment door is raised (dotted outline Figure 1).

The cam return spring returns the cam and lock to the closed position so that when the rear compartment door is closed it is automatically locked.

Adjustment: Adjustment of the striker is provided for by elongated slots. Adjusting the striker upward causes the door to close with less pressure and at a point further out from the body while adjusting the striker downward caused the door to close more tightly.

This adjustment is accomplished by loosening the two striker attaching screws and tapping the striker into the required position and retightening the screws.

In case of misalignment between rear compartment door and rear compartment door opening when with the striker set at proper designed position of 3/32", the catch escapes the striker upon closing and fails to lock, the addition of flat washers No. 71316 between the striker and the bracket may be added to bring the latch and striker into proper alignment.

NOTE—In the designed position the top of the striker should be 3/32" above the top of the channel on the lower rear compartment open panel (Figure 1).

Removal of Lock Cylinder: Lock cylinder on Models 5, 6, 7 and 8A may be removed by drilling out the set screw plug and removing set screw with a 3/32" allen wrench (Figure 1). This can best be accomplished with the compartment door in the open position.

On 4A series cars it is first necessary to remove the rear deck ornament attaching bolts and rear deck ornament (Figure 2) before access to the lock cylinder set screw can be obtained. Lock can then be removed in same manner as described for 5, 6, 7 and 8A Models.

Installation of Door Lock Cylinder Housing shown below is a cross section through the lock cam also illustrating the point where the lock cylinder housing shank should cut off for the different models.

ASH RECEIVER RATTLE

To eliminate the possibility of rattle between the ash receiver and ash receiver ornament on 1951 "A" series cars, a gasket is being added between these parts to prevent metal to metal contact.

On first production "A" series cars not incorporating this gasket, elimination of rattle between these parts may be accomplished by removing the ash receiver ornament from the ash receiver and laying two pieces of masking tape 3/4" wide by 3 1/4" long across inside of ornament at location shown in illustration. Reinstall ornament to ash receiver tightening knob screw securely.
Your...

constant contact with the Wholesale Outlets in your community—reminding them of the broad discounts now being offered by the Hudson Dealers on Fast Moving Parts... not only increases your parts volume, but helps establish leads for new car sales.

IS YOUR PARTS DEPARTMENT REALIZING... THEIR FAIR SHARE OF THE REPLACEMENT PARTS BUSINESS FOR THE 800,000 HUDSON CARS NOW IN OPERATION?

ONLY GENUINE HUDSON ENGINEERED PARTS ASSURE COMPLETE CUSTOMER SATISFACTION
Hudson Chromcote Protects

- BUMPERS
- HEADLAMP RIMS
- SPOT LIGHTS
- MIRRORS
- FOG LIGHTS
- BACK-UP LIGHTS

ANY CHROME PLATED PARTS against pitting, rusting or corroding caused by salt when used as a means to keep streets and highways clear of ice during the winter months.

Use of Chromcote in coastal areas is highly recommended for protection against ocean (salt) spray which is also detrimental to chrome surfaces.

Chromcote is a transparent liquid... giving adequate protection to chrome parts without affecting their brilliant luster.

CHROMCOTE HAS BEEN TESTED AND PROVEN IN THE ENGINEERING LABORATORIES OF HUDSON MOTOR CAR COMPANY.

LUBRICATION IMPORTANT FOR W.G.D. CARBURETOR

It is recommended that the W.G.D. Carburetor (used on all 1951 Models except Pacemaker) be lubricated at the throttle and metering rod cross shaft bearings with LUBRIPLATE. These points are shown by the white arrows in the illustration below. Do not use engine oil. These points for lubrication are accessible only after removal of the dust cover.

BURY THAT HATCHET

Courtesy Automotive Digest

The automotive repairman has done pretty well for himself financially in the past few years, and has established himself as being essential to his community. But to many motorists, he is still only a necessary evil.

Much of the car owner’s waning of respect and confidence in car service departments, repair shops and mechanics stems from the destructive practice of habitually knocking one another. It not only disgusts the motorist, but makes him wonder if there is any one in the business who really knows how to properly diagnose and correct car troubles. Many believe that there is not.

How often have you heard a service manager or mechanic ask who worked on the car last, and then enter into a tirade of how little the other fellow knows about repairing cars, and even mentions other customers by name and tells of the “lousy” jobs the competitor did on their cars? When he does this he is openly inviting criticism of his own work and methods. Sometimes he even runs down the make of the car the customer owns or some part or unit on it which he has had trouble in servicing or repairing. Most car owners take pride in their cars, especially if fairly new; and they don’t like to hear them spoken of disparagingly. Many of them won’t come back for further service if the service man has expressed a low opinion of the car of their choice.

To successfully operate a service department in these times it is necessary that you know the business and have the ability to sell your service AND YOURSELF to the customer. Be direct. Make your diagnosis, tell the customer what is needed. If he feels that he cannot afford all that is recommended in the way of repairs, work with him to fit the repairs to what he can pay—making it clear to him exactly what he is getting.

But DON’T knock competitors or any make of car. It tears down the good opinion of you which the customer may have had of you when he decided to bring his car into your shop. Make this a hard and fast rule. It will increase the prestige of the automotive repair profession more than any other one thing that can be done, and will, individually, help to increase the volume of your own shop.

ATTENTION! Service Managers:—

OIL CHANGES GIVE YOU THE OPPORTUNITY TO SELL CARTRIDGES

BE SURE YOU ASK ‘EM TO BUY!
DISTRIBUTOR BUSHING REAMER

The distributor bushings sometimes become worn to the extent that may cause poor engine performance and actual mis-firing. This can of course be detected before the wear reaches this stage by the use of the Engine analyser.

For removing and replacing the Distributor bushings, the tool shown in the illustrations above has proven very satisfactory. Bushings are removed and the new bushings (I. G. 579-A) installed using tool No. J 483 crank gear and dampener remover handle.

Sizing the bushings just so that the shaft will enter, using the 1/2 inch spiral expansion reamer and a pilot guide shown (Fig. 7) These tools are applicable to all Distributors back to and including 1940 models.

WEATHER CONTROL CORE AND HOSE CONNECTIONS

Beginning with series A production the Weather Centrol core and hose connection arrangement was identical to that of the 500 series. On September 12, 1950, after a total of 539 cars—Model 4-A with Weather Control and Weather Control with Remote Control, also series 5A-6A-7A-8A with Weather Control with Remote Control, the radiator core thickness was changed from 3 1/2 inches, part number 166736, to 3 inches, part number 305233.

With this new core, the inlet hose (from Ranco valve) must be connected to the LOWER heater core tube and the outlet hose (to the water pump) to the UPPER tube. This is just the reverse of the manner of connecting to the former heater core. Shown in the illustration below are the former and present methods of connections.

The air vent has been eliminated from the new heater core upper tank and it is therefore very important that connections be made correctly to avoid possibility of air trap resulting in impaired heating efficiency.

Connections at the Ranco Heat Valve are the same as heretofore. Should the connections here be reversed an occasional noise in the heater is apt to result due to balanced pressure caused by thermostat effort on one side and water flow resistance on the other side of the poppet type valve.

FIELD TRAINING AND DIAGNOSIS

With the announcement of the A-Series, the 1951 Hudson with Hydra-Matic Transmissions were introduced. Manuals have been written and distributed and field schools have been and are being held to instruct all concerned in properly servicing the unit.

This article is a word of caution—Should an owner drive in to your Service Dept. with a Hudson equipped with Hydra-Matic and reports some difficulty which seems to be related to the Hydra-Matic unit, consult the diagnosis section of your mechanical procedure manual, or the inspection and adjustment manual, before making any adjustments in the Transmission.

Be sure that a motor tune up is not needed. Care-fully examine the accelerator and throttle linkage for proper adjustment. Check transmission oil level. Use the manual. The last place to look for trouble is in the Hydra-Matic unit itself. Creeping can be caused by a poorly tuned Engine.

Low oil level will cause slippage and damage to internal parts. This condition may be caused by oil leakage—check for leakage. Accelerator and throttle linkage incorrectly adjusted will cause improper shifting. Check carefully all external causes before going into the unit. Experience proves that the majority of malfunctions can be corrected by external adjustments.

Always use the Diagnosis Sheet as a guide when trouble is reported with Hydra-Matic.
SPARK PLUGS

Due to increased stress of present day driving conditions it is highly important that the spark plugs be removed at intervals of 4000 miles—thoroughly cleaned and a point file used between the electrodes to remove all scale and corrosion. The center electrode must be flat, parallel with the side electrode and free from burrs. Adjust the gap to .032 for all engines.

When installing spark plugs, either new or after cleaning, always use new gaskets and tighten to 25 to 30 ft. lbs. torque—all engines, aluminum or cast iron cylinder head. If the spark plugs are not tightened properly it may result in a leak at the gasket or failure to transfer their heat properly.

CORRECTIONS AND ADDITIONS

SERIES 500

VOLTAGE REGULATOR,
SPECIFICATIONS PAGE 6-2

Resistors:
R1 ................. 34.5 to 42 ohms.
R2 ................ 6.5 to 8.0 ohms

Car speed for maximum charging rate 22 MPH.

DISTRIBUTOR—Centrifugal Governor Advance

<table>
<thead>
<tr>
<th>DISTRIBUTOR RPM.</th>
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<tbody>
<tr>
<td>500</td>
</tr>
<tr>
<td>300 RPM 0°</td>
</tr>
<tr>
<td>335 RPM 1°</td>
</tr>
<tr>
<td>400 RPM 3°</td>
</tr>
<tr>
<td>1090 RPM 9°</td>
</tr>
<tr>
<td>1200 RPM 10°</td>
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</tbody>
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COIL PAGE 6-3

Amperage Draw:
Engine Stopped
500 Model— 5.0 amps. at 6.3 volts
501-502-503-504—4.5 amps. at 6.3 volts

Engine Idling
500 Model— 1.5-2.0 amps. at 6.3 volts
501-502-503-504—2.5 amps. at 6.3 volts

AMPERAGE DRAW TEST PAGE 6-8

Correct paragraph 7 as follows: the reading should be 140 to 160 amperes at 120 RPM.

STARTER SOLENOID TEST PAGE 6-8

Paragraph 1 should read: with voltmeter “selector switch” in the 5 volt position, connect negative lead to “BAT” terminal of starter solenoid switch and positive lead to the starting motor terminal of starter solenoid switch, Figure 6 in the “500” manual.

ALL BODY DRAINS must be kept open so that water will not collect at such points as doors, floors, quarter window, cowl ventilator, windshield, gas filter opening, etc. If these drains become obstructed and trap water containing Sodium Chloride rapid corrosion will result.

VALVE GUIDE PILOTS

There is perhaps no more important operation in connection with engine work than the accurate fitting of valve guides, valve stems in guides and seating of valve in the cylinder block. Those shops that have tool J 883-B Valve Stem Guide Replace Set are equipped to properly install and fit valve stems in all 5 and eight cylinder Hudsons 1938 to 1951 inclusive.

Those shops that have only tool J 883-A (for 8 Cylinder only) will want tools J 883 7-8 and 9 (6 cylinder tools illustrated below) to round out their equipment complete for 6 and 8 cylinder engines.

These tools are so designed as to permit only the exact position of the top of valve stem with relation to the top of cylinder block—installed square and without damage to the valve stem itself. The use of an improvised driver or drift frequently results in incorrect positioning or damage to the valve guides.

It is no doubt the desire of practically every service Repair Shop to do a guaranteed job in the shortest possible time. The use of special tools designed specifically for this work is the first step in achieving a fast, accurate and profitable job.

If you do not already have these tools—they are easily acquired by simply listing them on a regular tool order form and mailing it in to your regular special tool source—Kent-Moore Organization Inc., Detroit 2, Michigan.

DOUBLE VISION

Investigation of reports from the field concerning double vision in the windshield or rear window indicates that the cause was due to a wax film on the glass.

On all complaints of double vision at these points that may be brought to your attention, be sure the glass is free from wax. Some cleaning agents may leave a film that would produce the effect of double vision.
1951 Business will be GOOD!

Particularly for HUDSON Dealers who

GET MORE SERVICE CUSTOMERS
INCREASE THEIR SERVICE VOLUME
MAKE THEIR SERVICE OPERATION PROFITABLE

Hudson’s NEW
1951 SERVICE MAILING CAMPAIGN
WILL DO THIS FOR YOU!

You Can’t Do a BETTER Service Selling Job for Less Money!

NEW CAMPAIGN BEGINS IN JANUARY! GET YOUR ORDER IN NOW!
WE SUGGEST ACCESSORY GIFTS FOR CHRISTMAS

Each Hudson Dealer can increase his share of the large market available during the Christmas Selling Season by aggressively Merchandising Accessories as Christmas Gifts.

RIGHT NOW is the time to set up your Parts and Accessories Department with Christmas decorations and attractive Gift Displays. Materials can be obtained from your neighborhood dime stores or art shops.

You can make displays like these at very little cost and with a minimum of effort. You can’t fail if you will:

1. CLEAN UP your Parts and Accessories Department.
2. DECORATE your Parts and Accessories Department with a Christmas atmosphere.
3. DISPLAY Accessories as Christmas gifts with appropriate signs and wrappings.
4. SELL by direct mail, newspaper advertising, personal contact and by telephone.

DISPLAY ACCESSORIES AS CHRISTMAS MERCHANDISE