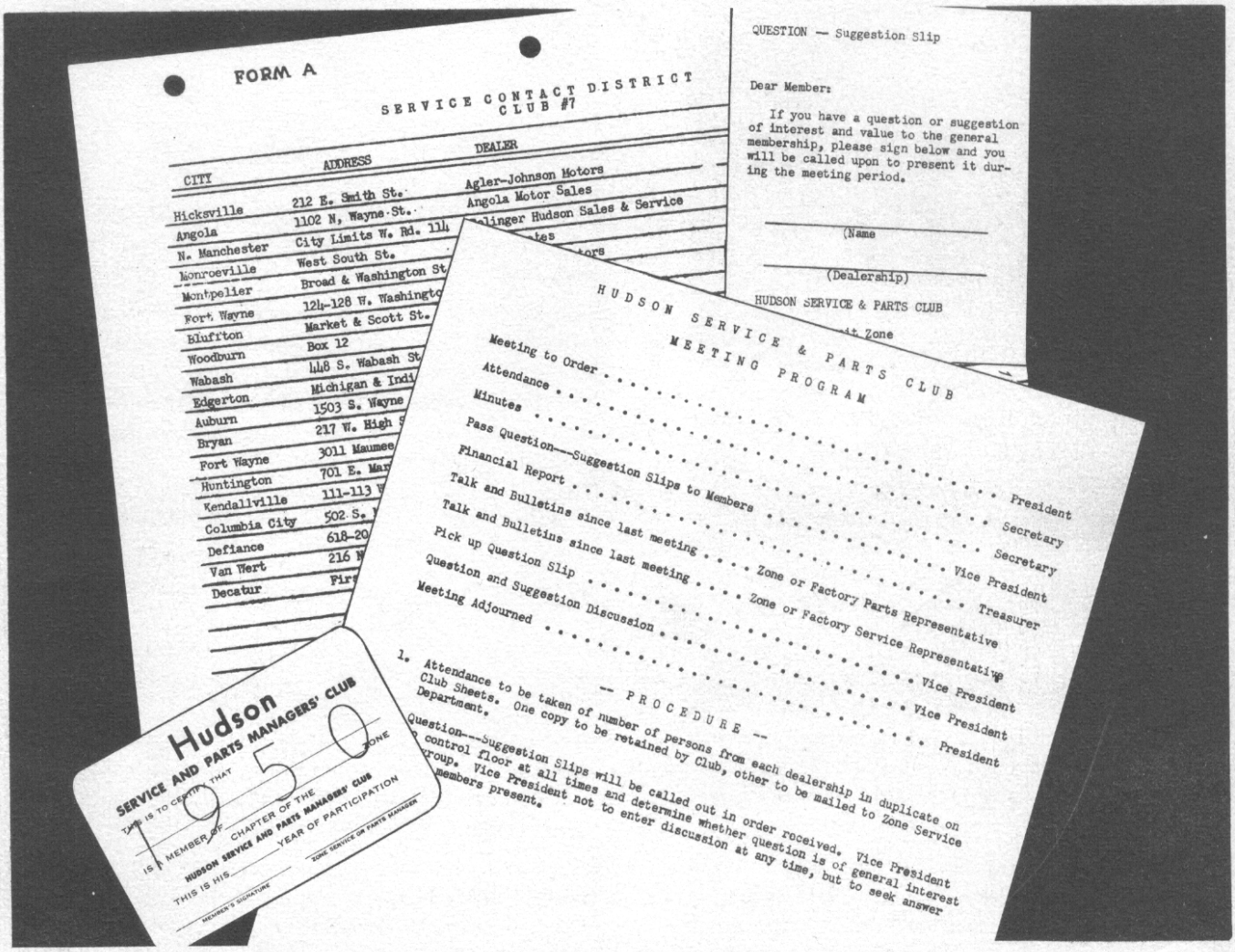
# HUDSON

# Service Merchandiser

Vol. 2 No. 2 February, 1950




## A SYSTEMATICALLY PLANNED SERVICE AND PARTS CLUB MEETING PROGRAM

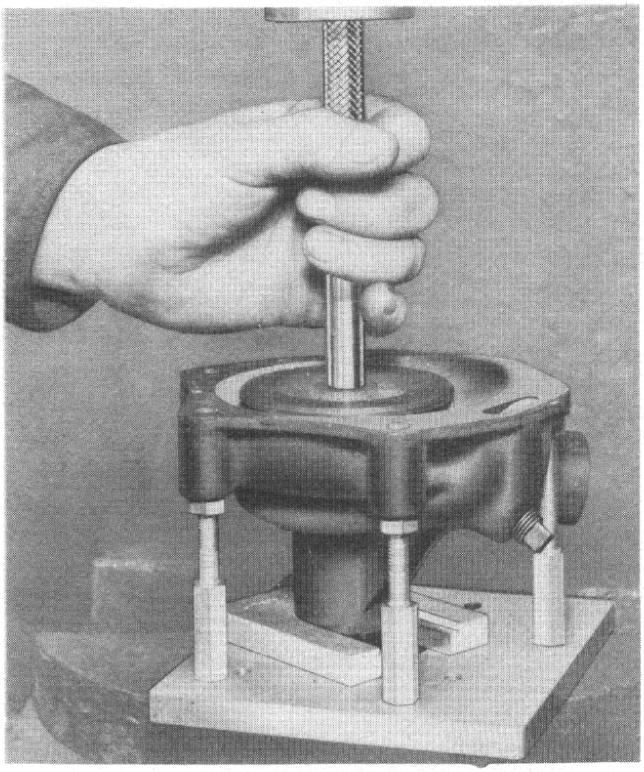
The Detroit Zone has prepared and followed a Service and Parts Managers Club meeting program, that has proved both interesting and successful. Above are three forms used.

The entire Zone is divided into districts, each one forming a Club as shown on list "A". This form is used at each meeting to record attendance on the space at the right. One copy is mailed to Zone or Distributor office and one copy retained for the club record.

The meeting program is well arranged. The suggestion slips are passed out before the meeting is called to order. Any clubs that may not already have appropriate forms may adapt the above forms if they so choose.

The 1950 Membership Cards, combining both Service and Parts Managers is off the press and quantities have been mailed to all Zones and Distributors.

## WATER PUMP-HOLDING FIXTURE



Special tool number J-2778 shown above is designed to facilitate work of overhauling water pumps of the 1948-49 and 500 series, six and eight cylinder engines.

The base plate has two sets of tapped holes that are marked, one for the six and one for the eight cylinder water pump. The large opening in the base plate is designed to clear the pulley hub flange.

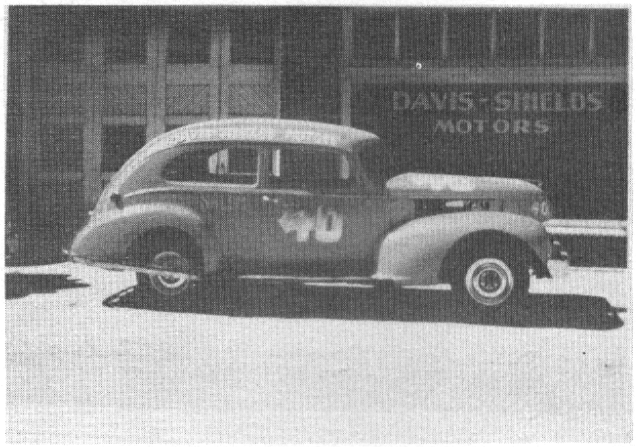
The water pump is supported on the studs that are secured tightly in the base threads, the upper portion of threads coincide with the bolt holes in the water pump housing and the adjusting nuts are set to correct height for proper position of the pump body thus making for rigid self contained holding fixture.

This is one of the many special tools and fixtures that enable the mechanic to turn out a better quality of work in less time, and thus pay for their cost over and over during the course of their use.

## KEEP YOUR SERVICE MERCHANDISERS FOR FUTURE REFERENCE

You will no doubt wish to keep a complete file of all copies of your Service Merchandisers. We are endeavoring to secure a source of three-ring binders with the Service Merchandiser imprinted on the back and at an attractive price. If and when these are available you will be advised in the first issue of the Merchandiser.

## INTERESTED IN RACING?




It is a 1939 Hudson two door sedan, model 91 with a 1940 model 3" x 5" 6 cylinder engine. Every part used in the engine was a strictly stock, genuine Hudson part. A 4 and 5/9 to 1 rear end ratio and a steel hub and plate on the right front wheel, was used.

The races were run in second gear on a quarter mile, flat, asphalt track at the Sportsdrome in Jeffersonville, Indiana. The car always qualified in less than 20 seconds and was one of the four fastest each time. With Tommy Thompson at the wheel here is the way it finished:

| Features: | Heat Races: | Trophy Dash: |
|---|---|---|
| 5 firsts | 9 firsts | (Four fastest qualifiers) |
| 3 seconds | 4 seconds | 3 firsts |
| 1 third | 3 thirds | 3 seconds |
| 1 fourth | | 1 fourth |

We think this is a very good record in view of the fact that there were some fifty entries in each race and the drivers were real race drivers, some of them veterans of the "500".

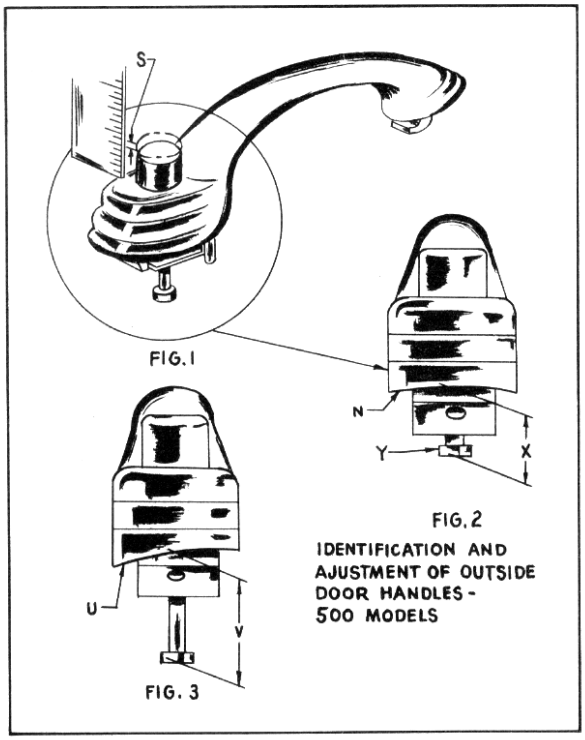
Story and photo sent in by Mr. Lee A. Davis of Davis-Shields Motors, Salem, Indiana, whose service specialty is excellent engine tuning. CONGRATULATIONS!

### PLEASE CORRECT

The capacity of the fuse as was mounted on the HDM Switch, 480 and 490, was changed from a 10 to 15 ampere as outlined in the August issue of Service Merchandiser page 14. Please make correction on Page 10-2 of 480-490 Procedure Manual also the answer to question #7 in December issue of Service Merchandiser to read 15 ampere instead of 10 ampere.

## IDENTIFICATION AND ADJUSTMENT OF OUTSIDE DOOR HANDLES - 500 MODELS

The outside door handles used on the 500 model Pacemaker Brougham and Sedan front door, part number 220720 are identical except for the distance the end of the adjustable plunger (Y-Fig. 2) projects beyond the base of the handle. This handle is supplied for servicing both types of doors and can be distinguished from the rear door handles by the contour of the base (N-Fig. 2).




When making installation on a Sedan front door the plunger which is screwed into the handle, is turned in or out as required, until the dimension (X-Fig. 2) measures 23/32". For Brougham and Coupe doors the plunger must be adjusted so that it projects 51/64". If these measurements are less than the above, it is likely that the lock will not be released when the outside handle button is pushed in all the way. On the other hand, if the dimensions are greater than given here, it may be impossible to unlock the door either with the key or by pulling up the inside release button.

In the case of the rear door outside door handles for Pacemaker Sedans, part number 220724 has been assigned for the right and number 220725 for the left door. These handles can be readily identified by the shape of the base as shown at (U- Fig. 3). The dimension (V-Fig. 3) should be 1-7/32" and is obtained by screwing the plunger in or out as necessary.

Door lock operation and adjustment of handle push button travel for the 501 and 503 Super models and the 502 and 504 Commodore models is accomplished in the same manner as for the corresponding 490 models as set forth in General Technical Policies and Information Bulletin Number 9 dated 4/19/49.

Lubrication of door locks for proper operation and easy door opening and closing is most important and should be done at least twice a year or about every 5000 miles. This can best be done by removing the door outside handles and cleaning the locks with compressed air, inserting the air hose nozzle through the handle openings. Use a good dripless oil, applying it with a long spout oil can through the handle opening.

Should difficulty be encountered on earlier cars in which the inside remote control handle cannot be released after the car has been standing outside in cold weather, it may be necessary to lubricate the remote control operating link as outlined in Technical Bulletin Number 9.

## CONVERTIBLE TOP PLASTIC COVERS

Reports have been received relative to damaged convertible top Plastic Covers, due to not having first properly loosened the Plastic Cover at each side.

A caution tag has been sewed in the edge at the front center of cover, outlining briefly the necessary steps before lowering the top as follows.

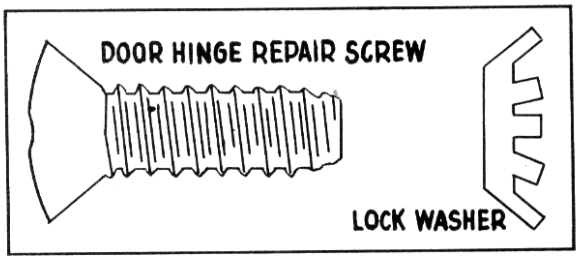
BEFORE OPERATING FOLDING TOP WITH PLASTIC COVER ON

1. Untie all six (6) strings alongside rails—3 on each side.
2. Disengage quarter flaps from side rails—3 on each side.
3. Disengage top belt flaps from retainers—both sides.

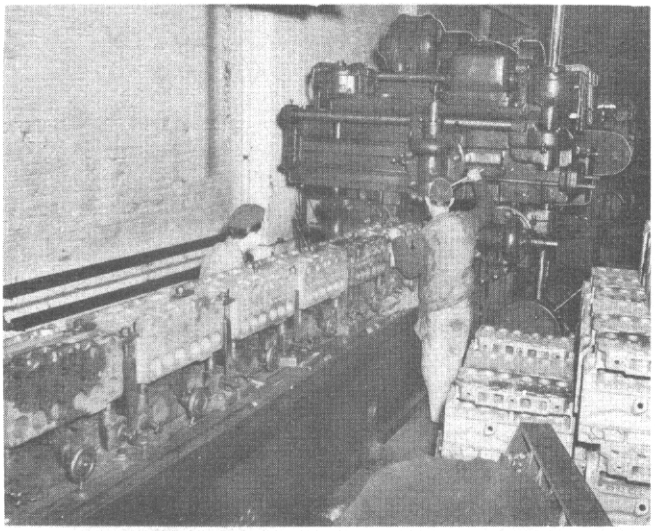
Those who have to do with preparing new cars for delivery or the purchaser who may wish to have the plastic cover remain on the top, should be fully informed on this.

## DOOR HINGE REPAIR SCREW

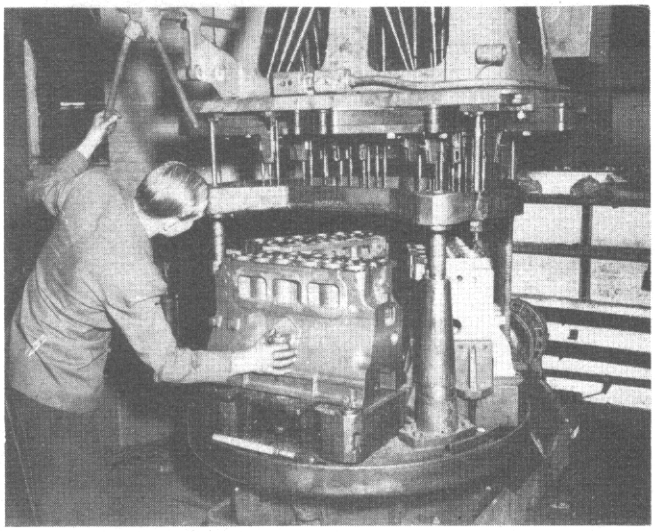
Shown in the sketch below is a self tapping Door Hinge Repair Screw, part number, BO 171450 and lock washer, part number, BO 70964, that may be used for repair in cases of a damaged door hinge tapping plate thread.



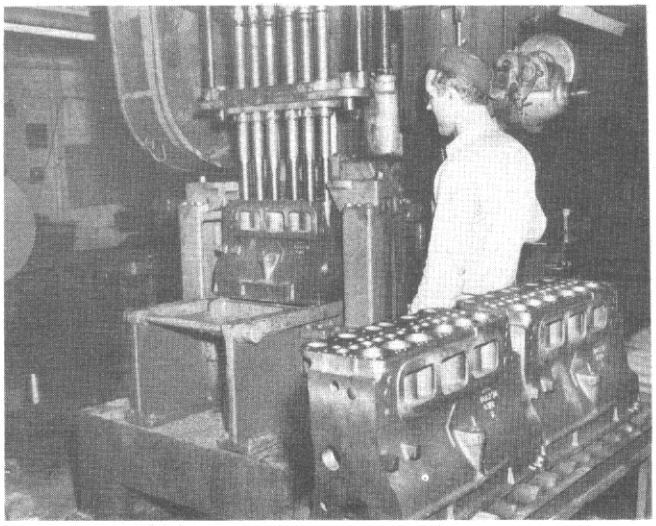

The use of this Repair Screw eliminates the necessity of disassembling the door hinge for replacements. These repair screws may be procured on regular parts order.



Precision milling of the . . . HEAD SURFACE . . . PAN SURFACE . . . MAIN BEARING CHANNEL . . . INTAKE MANIFOLD . . . VALVE COVER FACE . . . is performed in a single continuous operation . . . an important step in assuring an accurate block.



For speed and accuracy, a multiple drill . . . drills the twenty-seven (27) cylinder head stud holes . . . thereby guaranteeing true alignment when installing cylinder head and gasket.



The multiple boring machine assures a true alignment of cylinder bores, pistons and connecting rods with crankshaft, one of the vitally important operations that can only be done with proper equipment.

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NOW IN P

Hudson is now in production on C 166263, Cylinder and Piston Assembly, which is adaptable for the 1940-1947 6 Cyl. Hudson.

Cylinder and Piston Assembly, C 166263, consists of . . . CYLINDER BLOCK . . . PISTONS . . . PISTON RINGS . . . CAMSHAFT BEARINGS . . . CRANKSHAFT BEARINGS . . . VALVE GUIDES . . . PISTON PINS.

Service Managers can use Cylinder and

# SON'S
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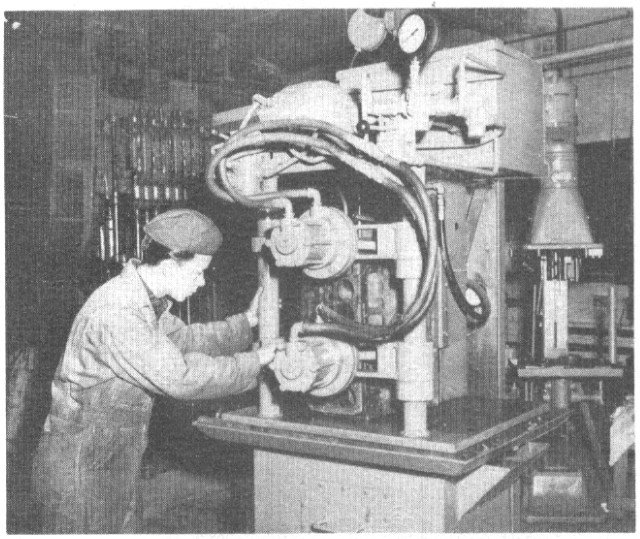
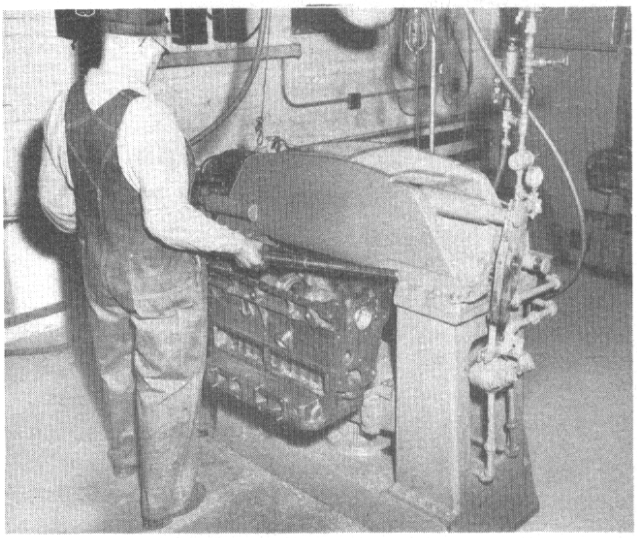
# ement
# nd piston
# olies . . .

# RODUCTION

All guess work is eliminated as to soundness of Hudson cylinder blocks. Before final cylinder honing, blocks are put to a sixty pound (60 lb.) water test to disclose any cracks or sand holes in the block. Blocks which do not meet this rigid test are returned to the foundry and scrapped.

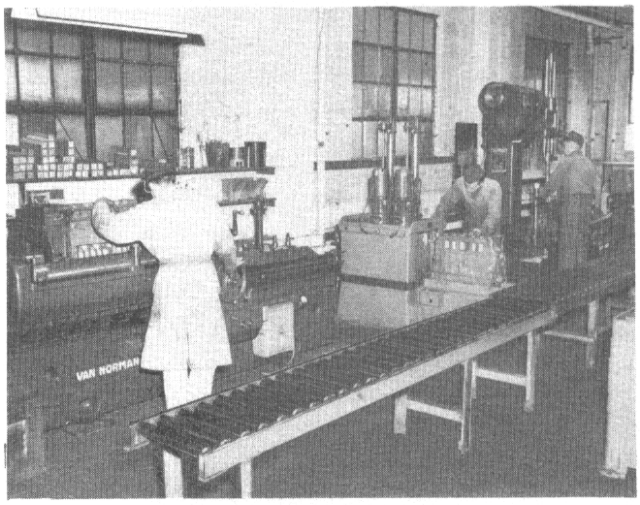


Main bearings and camshaft bearings are bored simultaneously in fixture . . . holding bearing parallelism and maintaining timing gear meshing to Hudson's prescribed tolerance.

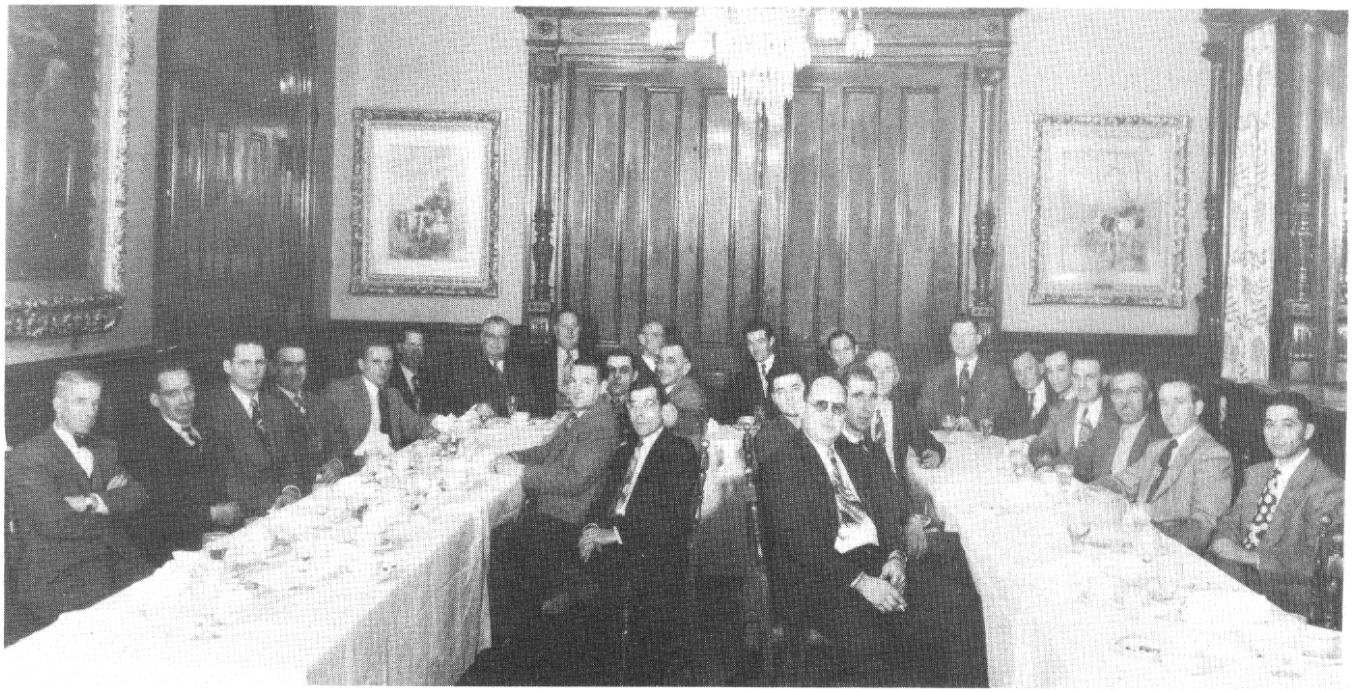


Piston Assembly, C 166263, for either the long or short stroke engine by installing C 166205, Crankshaft Assembly (long stroke) or C 156638, Crankshaft Assembly (short stroke). The proper connecting rods and cylinder head must be used. Correct oil pan tray also most important.

Cylinder and Piston Assembly, C 166263, will soon be available for delivery, at which time you will be notified through a Parts Merchandising Bulletin.



To assure proper sealing of the cylinder head and gaskets, cylinder blocks go through a finish surfacing operation to eliminate any nicks or slight imperfections on the head surface of the block. . . . Blocks are then given a final cylinder bore honing to a mirror finish assuring a true fit of pistons and rings.



## SERVICE AND PARTS MANAGERS CLUB MEETING

at Narraganset Hotel in Providence, Rhode Island, was well attended. There is every indication of a very marked increase in the serious interest in service and parts Managers Club meetings in every section.

These meetings are of real educational value and offer a splendid opportunity of exchanging ideas . . . a clearing house, so to speak, for problems or tried and proven methods as well.

## QUESTIONS AND ANSWERS

Following are the answers to questions that appeared in January issue of the Service Merchandiser. Also reference to where they may be found.

1. There should be 1¼ inches between the body of the clevis pin and rear end of slide link, 480-490 P/M, Page 17-2.
2. There should be ¼ inch free movement of the brake pedal pad before pressure is applied on Master Cylinder piston, 480-490 P/M, Page 17-4.
3. See Page 17-9—480-490 Procedure Manual under caption BRAKE PEDAL AJUSTMENT.
4. After brake pedal has been depressed to bleed brakes it must be allowed to return slowly. Otherwise air may be drawn into the system. 480-490 P/M Page 17-8.
5. Recommended tire pressure front 26 pounds —rear 24 pounds (cold), 500 P/M, Page 18-1.
6. Obstruction of the outlet port in master cylinder does not allow hydraulic fluid to return to supply tank as it expands. See figure 2—item 16, Page 17-4 also text 480-490 P/M, Page 17-15.
7. Hydraulic brake cylinders should be washed with alcohol only, when necessary. 480-490 P/M, Page 17-5.
8. See text under caption Brake Pedal Goes to Floorboard, 480-490 P/M, Page 17-15.
9. Air in the hydraulic system will cause the pedal to become spongy or springy. 480-490 P/M, Page 17-15.
10. See text under caption Car Pulls to One Side. 480-490 P/M, Page 17-16.

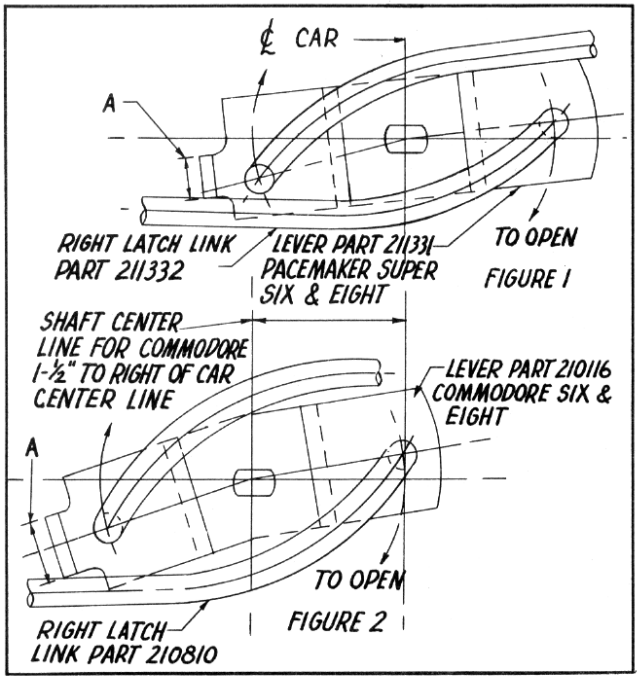
Answers to the following questions applying to the Pacemaker, will appear in the March issue of the Service Merchandiser.

1. How many engaging springs in the 9 inch and 10 inch clutch?
2. What is the correct pressure of Carter fuel pump?
3. How should pressure be checked?
4. What is the carburetor float setting?
5. How should anti-percolator valve be set?
6. What is the carburetor idle adjustment setting?
7. What is the condenser capacity?
8. What is the cam dwell angle?
9. What is the contact point gap in cutout relay?
10. What is the armature air gap in cutout relay?

## REAR COMPARTMENT DOOR LOCK

A condition in which the rear compartment door may be opened even though the handle is locked or inability to unlock the door, may be attributed to the door latch operating lever and linkage assembly.

When either of the above conditions exist, visually check the door latch operating lever to determine that the correct lever is installed. Referring to the sketch it will be noted that the lever, Figure #2, Part #210116, as used on 480, 490 and 500 Commodore Models is mounted approximately 1½" to right of center line of car and differs from the lever in Figure #1, Part #211331 used on 500 Pacemakers 480, 490 and 500 Supers, in that it has an 8 degree angular bend and the stop A is 3/16" wider.




If by error the Commodore latch lever should be installed on the 500 Pacemaker or Super Series, the angularity of the lever causes the stop A to contact the latch link before a positive over-center position has been obtained. It is then possible to pull the door open with the handle in the locked position. If the Pacemaker or Super Series latch lever should be installed on the Commodore, a condition will exist where the lever is permitted to rotate too far, making it impossible to unlock the handle since the shaft is rotated past the point of engagement with the key cylinder.

With the correct levers installed and the above conditions existing, the following method may be used for correction:

Should the door open in the locked position, this indicates that the right latch link is too short. Replace with a new link of the correct type. If a new link is not available, the stop A may be cut back ⅛" to allow more rotation of the lever.

If the handle cannot be unlocked, this indicates that the right latch link is too long permitting excessive travel of the lever. This may be corrected by putting a reverse bend in the right hand link to bring the bend into closer engagement with the stop of the operating lever.

When in proper adjustment the rear deck handle should have approximately ¼" spring back from the full closed position with the handle unlocked.

## DRIVE-MASTER INSTRUMENT PANEL SWITCH TAG

Those who have to do with the handling of new cars or preparing new cars for delivery should be familiar with the tag that is attached to the Drive-Master Instrument Panel Switch for all haul-away cars equipped with Drive-Master or Super-Matic Drive.

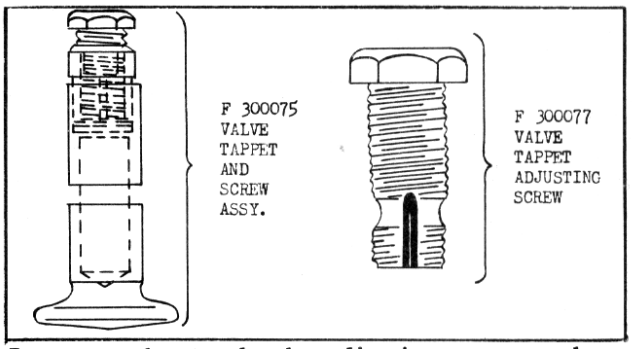
Tag Instructions: "After passing Final Inspection, all haul-away cars equipped with Drive-Master or Super-Matic Drive are to have the Drive-Master or Super-Matic rendered inoperative by disconnecting the white lead wire on the Instrument Panel Switch, at rubber insulating sleeve—6 inches from Switch. Assemble one rubber sleeve #31548 over the exposed bullet Terminal."

The object of disconnecting this wire is to protect Drive-Master during loading and unloading operation. After the lead wire has been connected be sure this tag on the Instrument panel switch is removed.

## VALVE TAPPET AND SCREW

480-490 and 500 Models—6 Cylinder Engines.

The Valve Tappet assembly, part number, F 300075 as furnished for service includes the adjusting screw, part number, F 300077, which is also furnished separately.



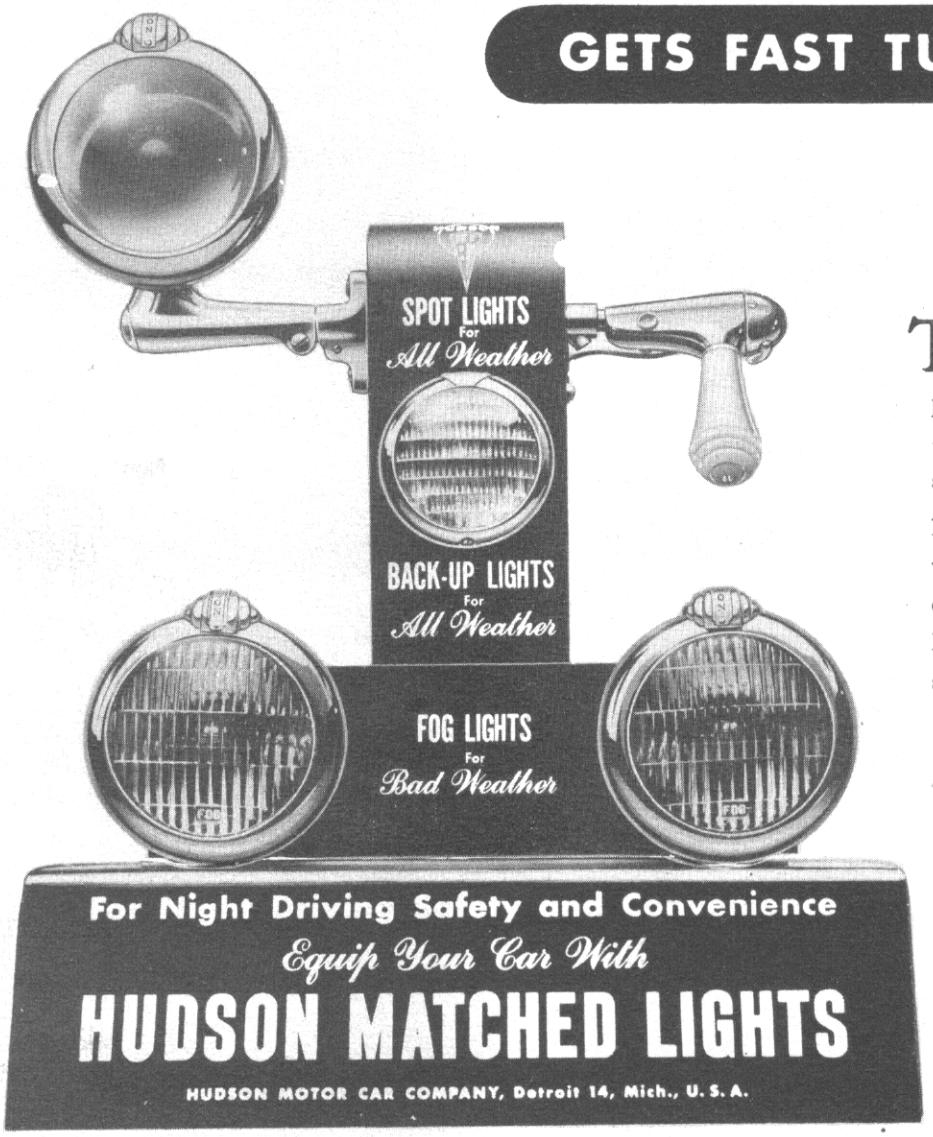

In cases where only the adjusting screw replacement is necessary, the separate screw as furnished for service should be used.

# ACCESSORY LAMP DISPLAY STAND

**ATTRACTS MORE CUSTOMERS . . .**

**REQUIRES LESS COUNTER SPACE . .**

**GETS FAST TURNOVER!**




THIS modern sales-maker gives more selling display with less counter space—makes the lights easy to see, easy to try, easy to buy!

Durable steel construction with long-lasting, lustrous, enamel finish in the standard Hudson colors: red, blue and white.

*3 Popular, Fast-Moving Lights Displayed*

Some DEALERS REPORT that customers buy ALL FOUR LIGHTS when they are demonstrated on the above display.

THOUGHT-OF-THE-MONTH CLUB:

**Display for the "Sell" of it!**

ORDER FROM YOUR ZONE OR DISTRIBUTOR TODAY—and sell FOUR lights instead of ONE in one-fourth the selling time! !

PART NO. HA-216767