Hudson announces the New Better Than Ever Poster Service featuring the Hudson Service of the Month. This Service of the Month is a large 44\" x 60\" colorful poster for showroom window display.

Posters properly displayed are effective throughout business hours in silent selling—but never offending. The good will they create and the service they sell more than pays the Dealer for the investment he makes.

The New Poster Service becomes effective at a time when due to fixed expenses, it is imperative that we concentrate service selling efforts that will acquire the maximum of customer service business and profits.

Included with the above poster are three additional Display Posters that will effectively coordinate thought and selling effort. Ask your Hudson Service Representative to show you samples of this excellent selling program.
CORRECT INSTALLATION OF RESTRICTOR & CYLINDER ENGINES

It is not unusual that when installing an oil filter, due to the engine oil not having become thin as it may with high engine or atmospheric temperatures the idling pressure is up and no signal light is shown.

Should idle pressure be too low as will be indicated by the signal light, the restrictor must be installed in the adapter outlet connection as shown at "B" in the illustration below.

CAUTION: Do not install restrictor in other opening of adapter as this would cut down the flow of oil from oil pump to the rear of oil pan upper tray.

The later type adapter as shown at "A" does not require a restrictor, as the reduction in diameter of the oil passage is approximately the same as that of the restrictor.

UNDAUNTED BY BLIZZARD OR HIGH WATER

On a recent trip to Devils Lake, N.D., Mr. C. A. Tiffany, Factory Service Technical Representative, was compelled to take to the air to avoid being marooned by the flood in that area.

Having made advance train reservations and upon arrival at Grand Forks he was informed that all train schedules had been postponed account of flood waters. Being thus cut off from transportation, Mr. Tiffany phoned the Hudson Dealer at Devils Lake, the Lake Supply Co. and Mr. A. E. Swan, Manager, lost no time in chartering a plane, personally flew to Grand Forks, picked up our marooned representative and in a few hours they were pursuing business at Devils Lake.

From the air the flooded area appeared like a great sea with numerous islands: vast destruction to farm lands in every direction, buildings were afloat or inundated to various depths and Army Ducks were pressed into service work.

In the May issue of Service Merchandiser, page 87, reference is made to a new Brake Control Hose Assembly Rear, Part #F-300790 for the Pacemaker. Under no circumstances should this Brake Hose Assembly be substituted for use on the front wheel brakes, due to the increased length of this hose if installed at the front would be apt to contact against the wheel rim.

Following are the answers to questions that appeared in May issue of the Service Merchandiser:

1. Milliamperes current to spark plug test reveals a breakdown on resistance in the distributor rotor cap and high tension wires.
2. A double reading of the meter on two spark plugs, when making the above test indicates a cracked distributor cap.
3. The five tests of generator are as follows in order: Circuit resistance, output, circuit breaker, voltage limiter and amperage limiter.
4. The fuel pump should be tested for volume and pressure.
5. The dwell Tachometer tester, Vacuum tester and combustion tester are used when checking carburetor.
6. The idle reading on combustion tester should be 70 per cent at 580 to 600 Engine R.P.M.
7. The high reading on combustion tester should be 85 per cent at 2000 Engine R.P.M.
8. The change in Combustion reading with an air cleaner should be approximately 2 per cent.
9. To check carburetor accelerator pump—raise engine speed from idle to 2000 R.P.M., the combustion tester should enrich $ to 10 per cent from pump charge.
10. Higher manifold vacuum at all speed does not make for low gasoline mileage.

Answers to the following questions will appear in the July issue of the Service Merchandiser.

1. What fluid is used in the hydraulic system of the convertible top and windows?
2. What is the fluid pressure range of the pump unit?
3. What is the provision of controlling this pressure?
4. What are the two precautionary steps that must be taken before removing the hydraulic unit? (71)
5. Why is this necessary?
6. What amount of travel should the control knob have?
7. How is this adjusted?
8. How is the fluid level in the hydraulic system checked? (90)
9. Is it necessary to bleed the hydraulic system? (94)
10. What is the indication of insufficient fluid in the system? (96)
INSTALLATION OF RADIATOR AND HOOD SEALS
480-490 SERIES — 501-2-3-4 MODELS

Beginning with car number 504-58515 production began applying a hood and radiator seal that is designed to improve engine cooling at slow car speeds.

The installation of these seals prevents re-circulation of air through the core and directs the entire air stream that enters through the grille to the radiator core. This installation may be made on either the six or eight cylinder cars in the field, without removing the radiator as follows:

Be sure radiator mounting flanges are free of dirt and grease. Apply a coat of rubber cement, Part #208235, to the left and right radiator flanges and radiator flange seals. (Part #304127-Fig. 1.) Allow a minute for cement to become tacky before joining seals to radiator flanges.

Close opening between radiator grille baffle side support and tie panel with sponge rubber blocks, Part #223038, (Enlarged view Fig. 2). Cement and compress blocks in openings.

To complete sealing operation install hood sealing straps, #223279 left and #223278 right, by removing the six hood chrome trim retaining bolts and reinstalling through seal retainers as shown in Fig. 3. Secure rubber strip center section by overlapping and cementing.

Above parts may be procured on order in the regular manner. This installation is not required on Models 500 and 50-A.

CLUTCH OVER CENTER SPRING REMOVER AND INSTALLER J 2956

To remove or install a clutch over center spring can be a difficult and even a possible hazardous job for two men without the use of the special tool that was designed for this operation. With the use of tool J 2956 it becomes a very simple job for one man, requiring but a few minutes.

Working through the grille, position rubber seals on radiator flanges so that the rectangular slots in seals clear the upper and lower flange mounting nuts and the edge of seal is against radiator core as shown in Fig. 2-A. Firmly press seals into contact along radiator flange.

Using a 1/4” drill of sufficient length, drill holes in radiator flanges through punched holes in rubber seals as shown in Fig. 2.B. (Extension drill may be made up by brazing a 1/4” drill to a 10” length of 1/4” rod. Secure seals with #8 sheet metal screws and flat washers.

Needless to say this special tool is one of the many that pays its cost over and over during the course of its use. Moderately priced, no Hudson Service repair shop can afford to be without it. The tool is applicable to all Hudson cars having an over center spring on the clutch pedal. These tools are available and can be shipped immediately on order.

Special tools are an asset to any service shop, much more so to those who specialize in one line of automotive work. Cutting down time, enabling mechanics to turn out more and better repair jobs and placing the shop in a more highly competitive position. These are only a few reasons why Dealers everywhere want the latest in special tools.
SERVICE AND PARTS MEN’S SUGGESTION
CONTEST Prize winners

Following are the prize winners for the month of June. First prize goes to Lyle R. Zobel, a mechanic who has been with the Shrock Motor Company—Hudson Dealer at Salem, Oregon, for two years; he also attached a sketch of the part used. (This applies only to Hudson Engines that are fitted with the heavy bronze back main bearings.) This is how he does it.

"Do you have difficulty cleaning out the oil reservoir and lead to the main bearing in case of a burned out bearing?" "To facilitate cleaning this reservoir and hole, I remove the upper half of the bearing and grind a groove on the back side from the right hand end to the oil hole, form a channel that will direct compressed air to the main bearing oil reservoir. If the main bearing is to be used again, an old bearing of the same size will have to be used."

—I then install the grooved shell and by applying compressed air into the exposed opening of this groove the reservoir and hole is blown free of all chips and dirt. The new bearing shell can now be installed in the usual manner, and you may feel sure the reservoir is clean and another bearing failure will not occur from obstruction at this point."

Second prize money is awarded to Mr. U. Mathew Holt who is employed by the McKellar Motors, Inc., West Concord, Mass., on a suggestion that may prove to be a big help to mechanics. This is it.

"I have seen so many mechanics installing valve keys the hard way that I believe some do not think of the easier method of leaving the spring seat off until spring is compressed, then slide valve up just enough to slip seat on valve and hold seat above valve retainer slot with one finger while inserting key with a long nose plier with the other hand, then let spring down and remove lifter.

This eliminates the tedious job of adjusting valve seat with valve and key cutout on valve stem."

Third prize goes to Mechanic Ed. Herbien who is employed by the Worden-Martin, Inc., Hudson dealer at Champaign, Illinois. The illustration that accompanied his letter makes the procedure quite clear.

"When the accelerator pedal is released, sometimes a hissing noise is emitted through the seal which encloses the accelerator rod. To correct this condition, I have been cementing a seal (part No. F-165972) on top of the accelerator rod cover to make it tight. This will eliminate the hissing noise. I do this on every tune-up job that comes in our shop."

PRODUCT PERFORMANCE REPORTS

One of the most important field service reports from a standpoint of the Factory, Dealer and Owner is the Product Performance Report. From these reports a daily summary is compiled by the Service Department, copies of which go to the various Engineering and Manufacturing Departments. This enables them to detect any part or unit that is not functioning up to expectation.

In order that these reports serve the purpose for which they are intended the entire form must be properly filled out. The complete Dealer Name and address is of first importance. The car number or if more than one, list each number, and body type, and the mileage. Be sure to give brief outline of the condition. The words “inoperative” or “noisy” or “leaks” or “broken” are not always clear and the value of that report is lost.

It is also equally important that we receive the reports as promptly as possible so that vital information may reach the departments where action may be taken. Will those responsible for supplying the information and those who make out these reports in the field please give their this careful attention.
For smooth engagement, the cork friction surface of Hudson's Drive Plates is oil-impregnated by a patented process, and while in a pliable state the individual corks are pressured... hydraulically... for precision.

Drive and Pressure Plates are balanced to prevent vibration... also correct spring tension is maintained for accurate clutch action.

Hudsonite Clutch Compound and Clutch Parts are manufactured by Hudson Motor Car Company exclusively for Hudson Cars.

Added protection for stockings and shipping through individual packaging.

Hudson's 40 years of Engineering and Designing experience has... and will continue... to assure maximum service and efficient operation when using Genuine Hudson Approved Clutch Replacement Parts.

THERE IS NO SUBSTITUTE... FOR THE BEST
KEEP YOUR CUSTOMERS COMING BACK... USE ONLY GENUINE HUDSON ENGINEERED PARTS.
DELUXE STEERING WHEEL
ALL 500 SERIES

REPORTS FROM THE FIELD INDICATE THAT IN SOME INSTANCES A SLIGHT BUT ANNOYING RATTLE MAY DEVELOP IN THE DELUXE STEERING WHEEL. THIS HAS BEEN CORRECTED IN PRODUCTION AND ABOVE IS ILLUSTRATED THE RECOMMENDED METHOD OF CORRECTION IN THE FIELD.

ENGINE REAR MOUNT

THE 3RD, CROSSMEMBER REINFORCEMENT HAS RECENTLY BEEN REDESIGNED, ADDING SUFFICIENT STRENGTH SO AS TO PERMIT OF AN OPENING THROUGH BOTTOM SECTION OF THE CROSSMEMBER FOR THE ENTRY OF A SOCKET WRENCH TO TIGHTEN OR REMOVE THE ENGINE REAR MOUNT TO CLUTCH HOUSING Cap SCREW, SHOWN IN THE SKETCH BELOW.

Do not attempt to drill for a socket wrench opening, any of those 3rd crossmembers that are not so drilled at the factory as this would be very apt to cause a serious weakness due to reinforcement construction.

The Steering Wheel need not be removed, simply follow instructions step by step shown in the illustrations. The silencer washers may be made from live rubber inner tube stock. It is necessary to adhere to the specified (.025) ring contact gap in order to obtain satisfactory operation of the horn.

Full information on proper procedure of tightening the engine rear mount bolt where no crossmember hole is provided, was illustrated on page 32 of the October issue Vol. 1 Number 4 Service Merchandiser.

OIL PUMP GEAR—480-490 AND 500 SERIES SIX CYLINDER ENGINES

With the announcement of the new camshaft and oil pump gear parts C304078 and BM 304057 it was not intended that either one of these should be assembled with the former parts which they supersede.

However, since all of the steel type oil pump gears part BM 300146 have been called in from the field, should an occasion arise where only a replacement of the oil pump gear is necessary—the Aluminum bronze gear part C304057 may be used with either the old or the new camshaft.

CORRECTION

Please refer to first column on page 81 of April Service Merchandiser under heading of Replacing Broken Rear windows—500 series cars:
The time required should read
2.8 hours for one side instead of 4.8 hours
3.0 hours for both sides instead of 5.0 hours
TOP OPERATING SYSTEM

At left is a schematic diagram of the convertible top operating system; actual location of the units in the car may differ from the position shown in the illustration. Operation of the folding top is accomplished with a convenient, dash mounted control knob which is attached to a valve assembly connecting with the master hydraulic pump and motor assembly. The top is raised or lowered by moving the top operating knob in or out.

CONVERTIBLE TOP AND WINDOW SERVICE

With the more frequent operation of the convertible top and windows during the summer season it is in order that service men everywhere have proper information on the correct method of check up, servicing and adjustment of these hydraulic units.

Complete details with numerous illustrations covering the hydraulic electrical and mechanical functioning of the top and windows are shown on pages 67 to 96 of the 480-490 Bcyd Service Manual. The Power unit should be serviced twice a year, adding fluid if necessary to bring level up to mark on reservoir. The top should be operated at least once a month so that the mechanism is kept in good mechanical condition.

Owners of convertibles will, in nearly all cases rely upon Hudson Dealers for servicing as well as information pertaining to the use of top dressing and cleaning. A top dressing that has been approved by our Engineering Department is available in the quart and gallon size—part numbers 214773 and 214774 respectively. Apply as directed on the container label. For cleaning top fabrics that have become dust and water stained, sponging with a mild soap and luke warm water followed by rinsing is a satisfactory method.

CONVERTIBLE TOP WIRING DIAGRAM

Properly instructing a purchaser of a convertible in the correct operation of the top and windows goes a long way in assisting him. First of all the owner should definitely know about how and where to first loosen the top from the body and windshield before attempting to lower it. To have the engine operating so that the generator current supplements the battery for the necessary power, thus avoiding battery drain. No attempt should ever be made to raise or lower the top while the car is in motion.

Read up on this data in both the owner Manual and the Body Service Manual if you have not already done so, in order that you may be prepared to render the kind of service and advice that will mean maximum enjoyment to the convertible owners.
You Sell

**COMFORT**

When You Sell

**SUN-SHADES**

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**WIND AND RAIN**

**DEFLECTOR (BREEZIES)**

Directs a full stream of COOL AIR to the Seat Cushion and floor of the car. All the comfort for less than a dollar! Yet, a definite opportunity for dealers to SELL IN VOLUME.

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**FRONT DOOR VENT**

**WING SHIELD**

Custom design allows vent wing to be opened for passage of air while raining. Has special "drip lip" to control water flow.

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**VENETIAN SUN SHADE**

(For Pacemaker & '48-'49 Cars)

Makes BACK SEAT more comfortable and cooler by keeping out sun and heat. Does not impair vision.

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**KARVISOR**

For hot summer days—Keeps heat and sun's rays out of FRONT SEAT—Makes driving cooler. Easy on the eyes—Easy to install. Only Outside Visor designed exclusively for Hudson by Hudson Engineers.

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**WINDOW VENT SHADES**

Especially made to allow air to enter your car through windows while raining. Keeps sun and rain out—Lets air in. Many are sold on APPEARANCE alone.

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DISPLAY . . . . . . . . . . . . DEMONSTRATE . . . . . . . . . . . . . ASK YOUR CUSTOMERS TO BUY