All of us united in our effort toward a common goal to make Hudson service as good as the car itself, we at the factory take this opportunity to extend to all our fellow workers in the field, our sincere greetings for the Holiday Season.
WASHING STORAGE CARS

PAINT
With a cold water hose, thoroughly flush off any surface dirt and grit. Any mud or grit must be completely removed. If surface finish is in bad condition from grime, place a liberal amount of Liquid Glaze Super Sheen Paste (Part Number H. S. 229068) on a wet cloth and apply with light rubbing pressure to the entire car body including chrome moulding.

Add to a large pail containing some lukewarm water, about one-half again as much Hurricane Auto Shampoo (Part Number H. S. 207199) as is suggested in the directions for use—on the package. Work into a good suds and then, with a mitten type washer, go over the entire car—rubbing well to remove all dirt, grime, grease, spots, streaks, etc.

Rinse off the car with a hose. Do a thorough job of rinsing and no drying will be necessary. After the above procedure has been applied and should the car finish still not be presentable, then Liquid Glaze the car using Super Sheen Paste (Part Number H. S. 299068).

NOTE: A power buffer for applying Liquid Glaze should be used only by an experienced operator, otherwise apply it by hand.

CHROME
If the chrome is rusted or pitted, it must be replaced. Should it not be necessary to replace, clean the chrome and apply a rust preventive.

A tested and approved chrome protector for new cars in storage is available. This coating is known as X Rust 400A and may be procured direct from Freedom Valvoline Oil Company, 1900 East Warren Avenue, Detroit, Michigan, telephone TEmple 2-6515, if it is not available locally. It is packaged in 1 and 5-gallon containers sufficient for 10 and 50 cars respectively and is priced at $1.25 per gallon.

Directions for application of this chrome protector is shown on container. When necessary to remove, any solvent as gasoline, kerosene, etc., is satisfactory. This coating will not harm the finish.

INTERIOR
The interior of the car must be cleaned and put in new car condition and the cushions must then be covered with paper to eliminate fading.

BATTERY
Check the battery—see that it is filled with water to proper level and is fully charged. If charge is low, remove and bring up to a full charge.

SHORTAGES
If there are any cars on which shortages exist, they must be installed.

MOTOR
Start all engines to see that they run properly. In all cases where cars have been in storage any length of time (90 days or more), Hudson tune-up oil, Part Number 304350, should be used in the motor to avoid rust, valve sticking, etc. Follow the instructions on the pint can pouring a half pint of the oil directly into the carburetor air intake. It is necessary to remove the air cleaner for this operation.

RUST
Inspect all engines and scuff plates, etc., for rust and if any is found, remove with Hudson Rust Dissolver, Part Number H. S. 206232. Follow the directions as shown on the container.

NOTE: The application of Hudson tested and approved Chromcote affords a permanent protection against the damaging effect of salt and sodium chloride used on highways during the winter snow and ice. The application of this Chromcote protection may be made quickly. All car owners who would know of this protection to the beauty and appearance of the chrome at so little cost would not hesitate to have it applied to their cars. Here is a service that practically sells itself. Chromcote (Part Number H. S. 225393) is supplied through all zones and distributors—comes in 8-oz. cans—24 cans per case.

RADIO RECEIVER UNIT AND SPEAKER ASSEMBLY
A new radio receiver suitable for use with either the new type E.M. (Electro Magnetic) Speaker on the present P.M. (Permanent Magnetic) Speaker was first used in production starting with car serial number 5A-128241.

The new receiver unit is identified by the manufacturers' Model Number 749-1 and is similar in external appearance to the previous receiver unit-Model 00.76011 except for improved internal features and has an additional hot wire terminal, as shown in illustration, to activate the new Electro Magnetic Speaker when used with that unit.

When the new receiver unit is being used with the P.M. (Permanent Magnetic) speaker assembly, as at present, the third wire terminal vinylite sleeve of course will be left on as is shown in the illustration above. See Group Parts Book Revision Sheet-GP-51-27 No. 197 dated 10-16 for Parts Number details.

HYDRAULIC BRAKE CYLINDERS
When making replacement of wheel or master brake cylinder, it is important that they be carefully inspected for any corrosion, dirt or tendency to be sticky.

If pistons or cup show any gum, they should be washed in clean alcohol. Should cylinders show even the slightest corrosion they should be polished, blown out and washed in clean alcohol also.

Instances have been brought to our attention of unsatisfactory functioning of replacement master—or wheel brake cylinders. A careful check-up indicated this was caused by those parts having been in stock for a long time and had not been properly inspected and cleaned before installation.

262
QUESTIONS AND ANSWERS

Answers to the following questions will be given in the January Issue of the SERVICE MERCHANDISER:
1. Hypoid lubricant should be used in an overdrive type of transmission. True or false?  
2. It is not necessary to disassemble the transmission to remove the entire overdrive. True or false?  
3. The main drive gear stop ring assembly is used to prevent wear on the low and reverse sliding gear. True or false?  
4. The transmission and overdrive can be removed as a unit from underneath the car. True or false?  
5. When removing overdrive housing, it is not necessary to remove control shaft taper pin. True or false?  
6. When you have a condition of hard shifting in low and reverse, it is not necessary to adjust handy shift cable at lower end of the jacket tube. True or false?  
7. The overdrive shift rail cannot be improperly installed. True or false?  
8. It is not necessary to align the overdrive housing with the overdrive adapter when installing the overdrive. True or false?  
9. The main drive stop ring assembly can be installed on all 480 and 490 transmissions. True or false?  
10. The torque tightening for the companion flange nut should be 40 to 50 ft. lbs. True or false?  

Following are the answers to questions in the November Issue of the Service Merchandiser:
1. All external car chrome parts may be protected from the corrosive and blistering effects of highway salt and calcium chloride by applying chromectone. See pages 144 and 255 of SERVICE MERCHANDISER.  
2. The operating amperage of the Series “A” generator is 34 to 36 amperes. Mechanical Procedure Manual 6-2.  
3. Series “A” battery is 100 ampere hour at 20 hour rate. Mechanical Procedure Manual 5-1.  
5. Clearance between fan blade and radiator at closest point should be ¾” ± ½”. Mechanical Procedure Manual 5-1.  
6. Water pump bearings are prelubricated and sealed. There is no provision for lubricating externally. Mechanical Procedure Manual 5-1. Also figure 2:5-4.  
7. See figure 2, page 14-4, Mechanical Procedure Manual. This is the normal measurement-no car load.  
9. In the full floating type axle, the axle shaft takes torque only. The three-quarter floating axle, torque and thrust are taken through axle shaft. In the semi-floating type, the axle shaft takes torque thrust and radial load.  
10. Beginning with the 480 Series, Hudson rear axle drive gear and pinion are of the Hypoid, as compared with spiral level gear and pinion formerly used.

SILICONE V.S. BODY REFINISHING

The Research Department of a large paint manufacturer reports that silicone has recently been found as an added ingredient in various body finish polishes. Its function in polishes is to increase surface spread, thereby facilitating the action of the polish.

The slightest amount of silicone on a surface to be painted causes the wet paint to shrink or pull away as if the surface were greasy. If a test spray over a small area of the body shows a pulling away or “fish eyes,” it is evidence of the presence of silicone on the surface and it must be removed before applying any paint.

If it is to be a complete repaint job, it is recommended to go so far as removing all chrome mouldings, weather strips, etc.; wash all surfaces thoroughly and go over it with clean wiping cloths and a silicone removing solution, then wipe dry. If only a small spot or section of the body (having evidence of silicone) is to be refinished, clean as above outlined over a larger area than is to be painted.

Even dust from dry sanding will carry silicone, and wet sanding is recommended instead. Avoid re-using any wiping cloths that have previously been used on body that had even a small amount of silicone.

SIX-CYLINDER ENGINE MAIN BEARING CAP PACKING CHANGED

The wood packing that was used heretofore in the front and rear main bearing caps of the six-cylinder engine has been discontinued and a cotton wick packing is used instead.

On any occasion of removing the front or rear main bearing of the six-cylinder engine—48 to 51 (Inc.)—it will be found that a more positive oil sealing job can be done with the wicking than with the wood type packing.

No change has been made in shape or design of the packing grooves in the caps. When repacking use a triangular tool made up of steel as shown in the illustration and pack the vertical grooves first—of either front or rear main cap then pack the horizontal grooves at each side of front cap in the order as shown in above illustration. Wicking must be compressed tightly using a hammer. Exercise care not to cut wicking during packing operation.
DETROIT ZONE FIRST TO COMPLETE H.A.R.P. PROGRAM

Photographs showing a group of 22 Hudson Dealers and Service Managers attending the H.A.R.P. meeting conducted at the Rowe Hotel, Grand Rapids, Michigan, by the Detroit Zone Manager, Mr. L. A. Wehde—assisted by J. S. Beach, Ass't Zone Manager and R. C. (Doc) Weisenberger, Parts and Service Manager. Other Zone personnel in attendance were C. E. Huggins and C. H. Gregory, District Managers, and W. N. Newell, Service Representative.

With the completion of the H.A.R.P. program by the Detroit Zone, the Dealers throughout the territory have reflected a keen interest in Hudson's Approved Re-Conditioning Practice.

R. C. (Doc) Weisenberger, Zone Parts and Service Manager, pointing out to dealers the important role of the Service Department in re-conditioning used cars.

L. A. Wehde, Zone Manager, addresses the Grand Rapids Dealers’ Meeting.

Hudson Victory Record to Date

Winner of 12 Major Stock Car races so far this year.

Lakewood Speedway, Atlanta, Ga., Nov. 11—100 mi.
(1) Tim Flock, Hudson Hornet
(2) Jack Smith, Hudson Hornet

Jacksonville, Fla., Nov. 4—100 miles
(1) Herb Thomas, Hudson Hornet
(2) Jack Smith, Hudson Hornet
(3) Fronty Flock, Olds 88

Occoneechee, Hillsboro, N. C., Oct. 6—150 miles
(1) Herb Thomas, Hudson Hornet
(2) Lennie Tippett, Hudson Hornet
(3) Johnny Eubanks, Olds 88
(4) Jim Pashal, High Point, N. C., Ford 8
(5) Lee Petty, Greensboro, N. C., Plymouth

Charlotte, N. C., Sept. 23—150 miles
(1) Herb Thomas, Hudson Hornet
(2) Shorty York, Plymouth
(3) Don Thomas, Plymouth
(4) Bill Blair, Ford
(5) Jimmy Llewelyn, Plymouth

Langhorne, Pa., Sept. 16—150 miles
(1) Herb Thomas, Hudson Hornet
(2) Fronty Flock, Olds 88
(3) Dick Rathman, Hudson Hornet
(4) Johnny McGinley, Hudson Hornet
(5) Tim Flock, Olds 88

Darlington, S. C., Sept. 4—500 miles
(1) Herb Thomas, Hudson Hornet
(2) Jesse James Taylor, Hudson Hornet
(3) Hershel McGriff, Olds 88
(4) Bud Shulman, Ford 6
(5) Fireball Roberts, Ford 6

*Des Moines, Iowa, Sept. 4—125 miles
(1) Dick Rathman, Hudson Hornet
(2) Hershel Buchanan, Nash
(3) Chuck Magnison, Hudson Hornet
(4) George Allen, Olds 88
(5) Ernie Derr, Mercury

Grand Rapids, Mich., July 1—100 miles
(1) Marshall Teague, Hudson Hornet
(2) Dick Rathman, Hudson Hornet
(3) Fonty Flock, Olds 88
(4) Tim Flock, Olds 88
(5) Lloyd Moore, Ford 6

Gardena, Cal., June 30—100 miles
(1) Lou Figaro, Hudson Hornet
(2) Chuck Meekins, Plymouth
(3) Lloyd Lane, Ford 6
(4) Freddie Lee, Pontiac
(5) Fred Steinbroner, Ford 6

Canfield, Ohio, May 30—100 miles
(1) Marshall Teague, Hudson Hornet
(2) Tim Flock, Olds 88
(3) Fonty Flock, Olds 88
(4) Herb Thomas, Plymouth
(5) Lee Petty, Plymouth

Phoenix, Ariz., April 22—150 miles
(1) Marshall Teague, Hudson Hornet
(2) Eric Erickson, Pontiac
(3) Tim Flock, Olds 88
(4) Fonty Flock, Olds 88
(5) Dick Myer, Mercury

Gardena, Cal., April 8—100 miles
(1) Marshall Teague, Hudson Hornet
(2) Johnny Mantz, Nash
(3) George Seegar, Ford 6
(4) Fred Steinbroner, Ford 6
(5) Eric Erickson, Pontiac

Daytona Beach, Fla., Feb. 11—160 miles
(1) Marshall Teague, Hudson Hornet
(2) Tim Flock, Lincoln
(3) Fonty Flock, Olds 88
(4) Bill Blair, Olds 88
(5) Buck Baker, Olds 88

*Des Moines race sponsored by Iowa Motor Contest Association, NOT NASCAR.
Hudson Chromcote

PROTECTION
FOR THE CHROME ON YOUR CAR

EASILY APPLIED with SOFT CLOTH
NO POLISHING NECESSARY

NEW Scientific DEVELOPMENT

- Protects against winter road salts and slush
- Prevents rust and corrosion from coastal atmosphere
- Restores and improves that original chrome sparkle
- Provides clear finish and will not discolor
- Inexpensive protection for all exterior chrome

LASTING IN ANY CLIMATE OR WEATHER
PROPER CLUTCH FLUSHING AND LUBRICATION ARE IMPORTANT

One special reason why Hudson car lubrication should be done by Hudson Service Stations and Dealers is because rarely are the general lubrication stations qualified in know-how or the proper materials to properly lubricate the clutch—one of the most vital units on any motor vehicle.

The Hudson cork inserted disc—oil bath clutch is outstanding in flexibility and long life and proper lubrication involves the use of correct flushing solution—proper lubricant (HUDSONITE) plus know-how. Doubtless this very important job of flushing and renewing clutch lubricant is bypassed many times simply because the average independent lubrication station is not prepared to do it.

Following is the method recommended for draining and cleaning the clutches of Hudson cars in order to remove gum and oxidation deposits which cause clutch sticking.

It is important that this procedure be closely followed and the engine run sufficiently to warm up the clutch parts to approximately 100° before flushing. If the parts are at a low temperature, the solvent will not be effective and, on the other hand, if the temperature is too high, much of it will vaporize.

PROCEDURE

1. Remove flywheel pan.
2. Turn flywheel until drain plug is at its lowest position. Remove plug and drain out the old clutch compound.
3. Turn flywheel until clutch filler hole is opposite timing opening in rear engine plate and with a filler gun, inject one pint of solvent. (20% carbon tetra-chloride and 80% commercial acetone. Obtainable from drug or chemical supply houses.)
4. Replace plug and with a stick of the proper length or clutch pedal depressor, hold clutch in disengaged position. With engine at rest, permit clutch to remain disengaged for about 10 minutes. Release pedal and turn flywheel and clutch by hand approximately ¼ turn, remaining in this position another 10 minutes.
5. Repeat this operation, depressing clutch pedal and turning flywheel ¼ turn each time until a complete revolution is made. This will give the solvent an opportunity to act on all the internal clutch parts.
6. Drain clutch again making sure filler opening is at extreme bottom position to remove all solvent. Turn flywheel until filler opening is again exposed at the rear engine support plate. Introduce 1/3 pint of new Hudsonite compound and replace-plug.
7. Replace flywheel pan.

WHEN INSTALLING WHEEL COVERS

When installing wheel covers it is important to get them started evenly on the wheel rim. DO NOT start a cover deep in the wheel rim on one side and high on the other as it cannot be straightened up in that position and is not apt to hold to the wheel.

In order that the sharply notched saw teeth of the cover may grip firmly in the wheel rim, the opening must be centered over the Valve Stem and STARTED EVENLY. Following this, use a heavy rubber mallet and tap on the outer ridge until it is in position securely and when driven home, the cover should be a uniform depth in the wheel rim throughout its entire circumference.

WINDSHIELD WASHER SOLUTION FOR WINTER

During those thawing periods of winter and spring when the traffic ahead obstructs the driver’s visibility the windshield washer becomes most necessary if not as essential for safe driving.

A windshield washer solution prepared especially to withstand freezing is available. H.S. 209976 W/S Washer solution, in 6-oz. containers, is sufficient for 3 fillings of the washer reservoir. Check your stock and if you do not have an adequate supply, order today. Here is a service that is invaluable and at the season of the year when W/S washer is most necessary.

Instruct your own contact personnel to call this to the attention of all owners whose cars are equipped with windshield washers.

HIGHER TORQUE SPECIFICATIONS FOR HYDRA-MATIC MAIN SHAFT NUT

Investigation of conditions causing sheared splines in the Driven Torus of Hydra-Matic Transmission, indicate that in some instances this may be caused by the Main Shaft Nut becoming loose which allows the Torus Members to move on the splines of the shaft which finally become worn and sheared.

On any occasion when it becomes necessary to remove or replace the Hydra-Matic Transmission be sure to check the Torus Members for end play which would indicate a loose main shaft nut. The splines of the Driven Torus should then be checked and if there is undue wear, the unit should be replaced.

A recent change in specifications increases the torque on the Main Shaft Nut from 30-35 ft. lbs. to 50-60 ft. lbs.

WHEN PUSHING CAR TO START ENGINE—

HYDRA-MATIC TRANSMISSION—

(Also applies to Cadillac, Oldsmobile, Pontiac, Nash and Lincoln)

Should it at any time become necessary to start the engine by pushing the car, the selector lever must be moved to the N (Neutral) position before starting to move the car.

When the car reaches a speed of 18 to 20 miles per hour turn on the ignition switch and move the selector lever to the DRIVE position (Dr.). DO NOT push car faster than 25 M.P.H.

Before towing or pushing a car the transmission of which is not functioning properly—the rear universal joint must be disconnected or the rear wheels raised off the ground to prevent possible damage to the transmission.

Every mechanic should carefully read the basic operating instructions on page 11-1 to 11-3 of the Hydra-Matic Transmission Manual, also the 1951 Mechanical Procedure Manual.
THE POSTER FOR DECEMBER

More gifts and presents are bought during the holiday season than during the entire balance of the year. A most fitting present for the family car is an appropriate accessory. A new thrill—and thousands will be bought for the family car—new or old, bringing pleasure to those who drive or ride in it.

The point is—accessory sales will be heavy this time of the year and if you are alert—on the job with attractive display and enthusiastic presentation—you will realize your share of the Holiday business. GET STARTED EARLY!

HERE IS ONE FOR EVERY MECHANIC

Not only is this owner a Hudson enthusiast, he must also be credited with being a very capable mechanical diagnostician. Living in a section of the country that is a considerable distance from his nearest Hudson Dealer, he writes the following letter:

“In September you were kind enough to send me a procedure manual to enable me to overcome difficulty I was having with my 1951 Hudson six.

The difficulty was that the car stalled every time I made a quick stop. It may interest you to know what caused this as it is something which may occur again.

When coming to a quick stop, the motor has a tendency to shift forward a very small fraction of an inch against the rubber mounts and when the wiring group which is held to the bulkhead on a level with the top of the cylinder block is pulled forward by the engine, it caused the insulation to be cut on the sharp edge of the clip. This shorted out the ignition. This seemed to be a difficult thing to find as no amount of testing would uncover it when the car was not in motion and the cut through the insulation was so small that it easily escaped visual inspection. The car now performs excellently.

Thank you very kindly for your service and cooperation.”

HE’S INTERESTED IN HELPING OTHERS

Edward Crane, tester for O’Donnell Motor Sales Inc., a Chicago Hudson dealer, writes:

“We have experienced a condition in the 480-490-500 and Series “A” cars in that the transmission has a tendency to hang in second gear. Found the cause of this to be due to the companion flange nut on the transmission being loosened up allowing the main shaft to have excessive end play also causing the speedometer drive gear to turn on the main shaft.

We have eliminated speedometer complaints caused by this condition, also the gear shift difficulty as well, by simply tightening the universal joint companion flange nut on the transmission: 90 to 100 ft. lbs. torque is correct.”

ROTATING TIRES is just as important as proper air inflation in order to obtain the maximum tire life. Few owners realize this or do the work themselves.

Every Service Salesman should stress this point, particularly in view of the fact that the tires are becoming more expensive and winter wear on tires is most severe. This is just another one of those services that many owners will appreciate and gladly pay for.
Hudson Approved Accessories are Natural Gifts at Christmas time.

1. Karvisor—protects driver against sun and snow glare.
2. Spotlight—for road signs, house numbers, hazards, etc.
3. Windshield Washers—to wipe away the dust, dirt and road splashes.
4. Rearview Mirror—for better visibility.
5. Custom Wheel Discs—for that custom built appearance.
6. Seat covers—to protect the upholstery.