

# HUDSON

## *Service Merchandise*

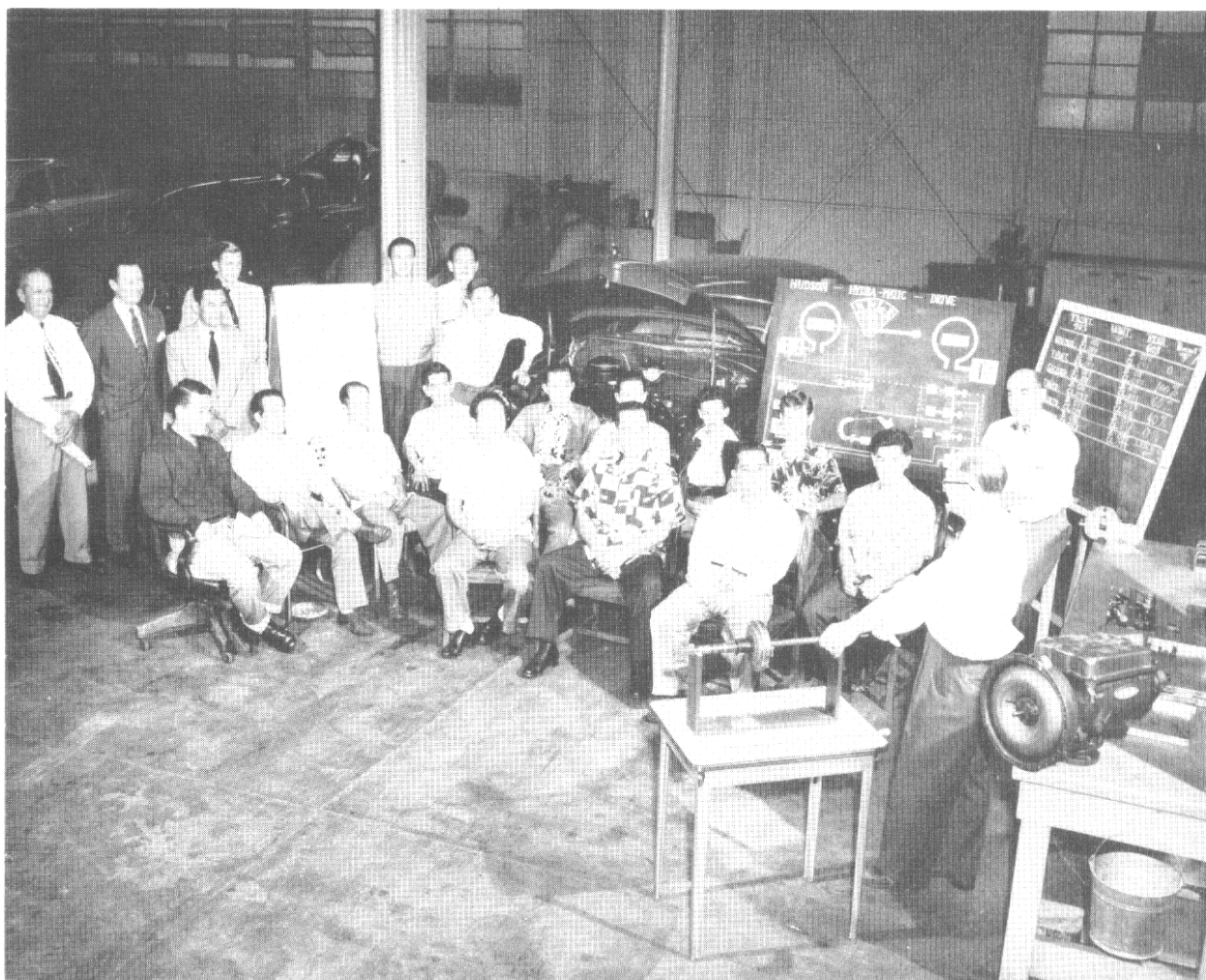
Dedicated to the interest of



field service, parts and accessory merchandising.

VOL. 3 NO. 3

MARCH 1951



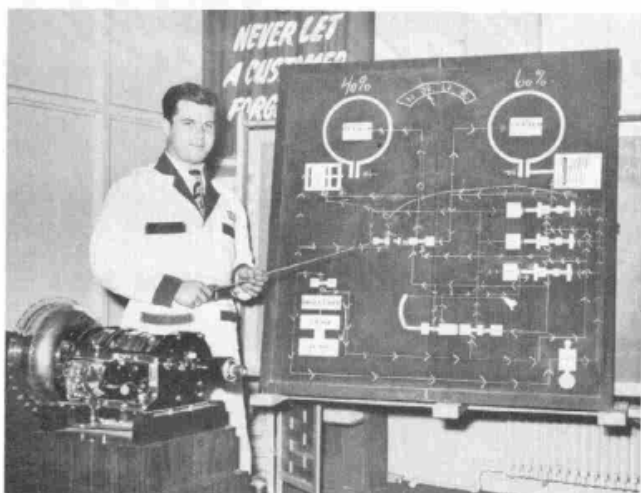
### CARRYING THE HYDRA-MATIC MESSAGE TO HAWAIIAN ISLANDS

Acting in the capacity of Instructor-at-large and good will ambassador, Mr. Carl Schisler, flew from Detroit to Honolulu where a series of Hydra-Matic Drive instruction classes were held for the Parts and Service Organization of the VonHamm-Young Co., Ltd., Hudson Distributor for Hawaiian Islands.

During Mr. Schisler's stay in the Islands he called at the Distributors' Branches on the Islands of Maui, Kauai and Hawaii. He reports mechanical skill, cleanliness, courtesy and all around efficiency far above the average.

Needless perhaps to say this special service on part of the factory will go far in aiding the very efficient organization of VonHamm-Young in maintaining that same high standard of service in the future as they have in the past.

HUDSON MOTOR CAR COMPANY.. DETROIT 14, MICHIGAN



### APPRECIATES THE VALUE OF FACTORY SERVICE TRAINING

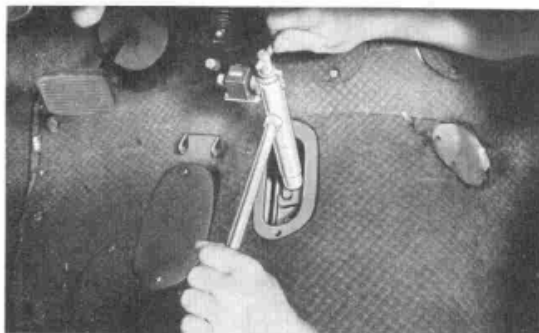
Mr. Vincent Amengual, General Manager of Amengual Sucrs; C.A.—Hudson Distributor in Caracas, Venezuela, S.A., has recently attended the 40-hour Factory Service Hydra-Matic School.

In addition to the responsibilities of managing a Distributing Organization of 50 employees, Mr. Amengual also takes on the extra curricular work of Hydra-Matic training which he will pass on to his mechanics.

There is good reason to believe that a very high class of service will be available to Hudson Owners in Venezuela.

### CHANGE IN HYDRA-MATIC BAND ADJUSTMENT INSTRUCTIONS

Outlined in General Technical Policies and Information Bulletin, Number 9, dated January 8th, were instances of the adjusting screw threads in the cases of Hydra-Matic Transmissions being stripped when making band adjustments. See illustration below.



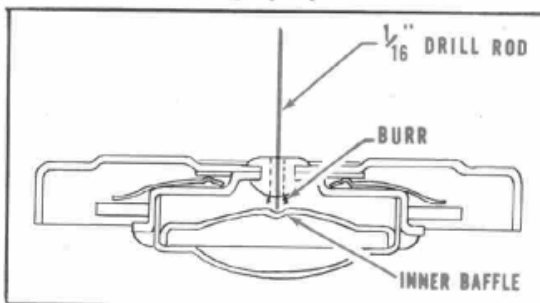
Our investigation indicated that this difficulty is caused by the band adjusting screws being completely backed out of the case when making adjustments. In order to prevent this stripping of threads, we are changing the instructions applying to band adjustment now reading—"back out the band adjusting screws until engine speed increases from 700 R.P.M. idle setting to 900-1000 R.P.M. to read **BACK OUT THE BAND ADJUSTING SCREWS UNTIL ENGINE SPEED INCREASES FROM 700 R.P.M. IDLE SETTING TO 800-900 R.P.M.**" This reduction in engine R.P.M. increase makes it unnecessary to turn the adjusting screws all the way out; however, if this should be done, the selector lever should be placed in the "N" position before installing the screws. To eliminate the danger of cross threading, the screws should be started and given at least three full turns by hand before using band adjusting tool J-2681-A.

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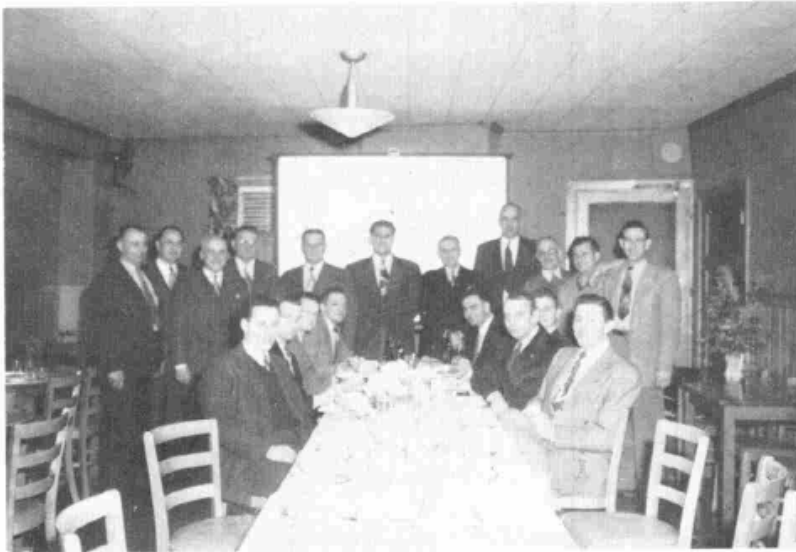
Please make notation of this change in adjustment on pages 20 and 21 of the Hydra-Matic Drive New Car Inspection and Adjustment Book, on page 39, section 11 of the Hydra-Matic Service Manual and on page 39, section 11 of the 1951 Mechanical Procedure Manual.

### BLOCKED AIR VENT IN GASOLINE FILLER CAPS

It has been found that the Vendor in drilling the rivet at the top of the Gas Filler Cap, has turned up a sleeve on the inner end of the rivet of sufficient height to contact the inner baffle and restrict or completely close the vent. The Vendor has checked his stock as well as our own stock and corrected any units which were not properly vented.



Should any of these Gas Filler Caps that are not properly vented be found in the field, either on cars or in stock, the vent can be opened by inserting a  $\frac{1}{16}$ " drill rod through the vent hole in rivet until the end contacts the inner baffle then tap it sufficient to force the baffle down  $\frac{1}{8}$ " as shown in the illustration.



The regular monthly meeting of the Service Managers' Club in the Springfield area was held in nearby Northampton at Rahar's Inn.

Dinner was served first followed by election of officers. The results were as follows: President, Bill Dennison, DePalma Motors; Vice President, Albert Wolfe, Williams Auto Co.; Secretary, Caesar Govoni, Milton Motors Inc.

Also present was Mr. D. G. Jaycock, District Manager for that area, who presented a sound film entitled "By Jupiter." Everyone enjoyed the evening. Best wishes for success and thank you, Mr. Butterworth.

### SPRING BUSINESS IS YOUR BUSINESS

All cars that have been prepared for winter will again be conditioned for efficient operation throughout the strenuous grind of hot summer weather. Needless perhaps to say that practically every Hudson dealer from a standpoint of know how or knowledge of Hudson cars, past and present is better qualified to give Hudson car owners the most efficient spring change over from winter to summer operation.

As a matter of fact the great majority of gas stations who religiously follow a carefully prepared follow-up and poster display programme with every thing in readiness do get the bulk of spring change over work on cars. The answer is an early and impressive owner campaign by Hudson Dealers—availability of materials and prompt courteous attention to owners inquiries.

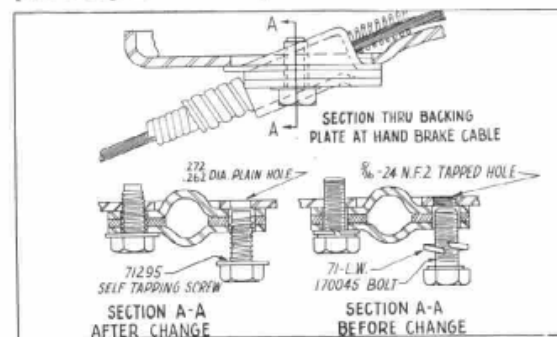
Of first importance is getting to your Hudson owners early with the thought of their car requirements and your ability to service them completely and in the proper manner. Your mailing list should include every Hudson owner in your territory: Those cars eight or ten years old are most likely prospects for an engine or transmission overhaul or a valve grind, brake reline or adjustment. The winter's ice, skidding and ruts make front end check up an important item. Rust, due to salt and slush make for need of paint touch up and re-paint. There are for every car, engine oil and lubrication changes. Cooling system, drain and flush out, fan belts, hose, mufflers, exhaust pipe replacements, etc. Be sure to have your overhaul and re-condition arrangements worked out.

Of equal importance to owner contact and all in readiness is a well informed and drilled service personnel, salesman and others who may contact owners. Know prices—arrangements and be in competition in dealing with every prospect. Most owners must ask questions as to prices or why they should have this or that done on his car and an intelligent answer instills confidence.

Hudson Parts and Service Departments are set up and maintained exclusively for Hudson car owners. There is no other place "just as good" or any way near approaching the complete and specialized service that Hudson Dealers Parts and Service men are capable of rendering Hudson owners.

### BRAKES

A change in the rear brake assemblies in which the holes in Backing Plate for Abutment Cap are not tapped, and two self tapping screws part number 71295 are used to secure each Abutment Cap to the backing plate instead of the Bolts and Lockwashers previously used at this point.



On both the front and rear brakes a new smaller diameter Adjusting Screw Spring, Part Number 40742 supersedes Part Number 37985.

# TO THE MAN BEHIND THE SPRAY GUN...



Hudson's Refinishing Program was designed to give you the . . . *Sprayman* . . . materials formulated exclusively for refinishing work and the conditions that exist in your Collision Shop, Independent Garage, Used Car Dealer or Service Station.

## HUDSON'S REFINISHING PROGRAM IS COMPLETE



Hudson (Virgin) Lacquers are formulated to the exacting specifications of the Hudson Engineering Department for: **EASE OF APPLICATION, TRUE COLOR MATCHING and PERMANENT DURABILITY.**



Hudson Red Primer Surfer is a non-settling, non-separating type of primer and contains over sixty per cent (60%) solids, assuring uniform filling qualities.



Hudson Wheel Enamels are tough . . . formulated to resist stone bruises and other road hazards . . . in matching colors to harmonize with body finish.



Hudson Paint Thinner is laboratory controlled in its formulation to assure against seasonal variations and tell-tale residual matters in the paint film.



Hudson Chassis Black is a fast drying, corrosion resistant enamel . . . covering solid in one coat over the old finish.



Hudson 3-oz. can Touch-Up Lacquers comes complete with nylon brush for the purpose of covering small paint chips and scratches, giving adequate protection until damage is properly repaired.

When using Hudson refinishing materials, *Hudson Engineering Department rigid control* is the **SPRAYMAN'S** assurance of unexcelled quality and customer satisfaction.

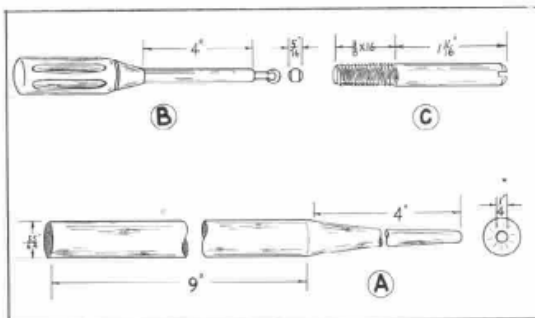


## NEW YORK ZONE

Hudson Hydra-Matic 40-hour training school continues with vigor and enthusiasm. Mr. Hines, Zone Parts and Service Manager takes a keen interest in the progress of every class under instructor R. J. (Dick) Scanlon, Jr. Parts and Service Traveler.

USEFUL TOOLS CAN BE  
MADE UP IN YOUR SHOP

Nearly every repair shop does make some of their own so called special tools. Shown in the sketch below are some that various shops have made up and which are the means of saving considerable time in turning out work.



"A" is used for aligning the countershaft gear and thrust washers with the openings in the standard transmission case preliminary to installing the countershaft. This tool may be made up of a straight grain hardwood and of the dimensions shown in sketch.

"B" When installing a solenoid it is necessary that the pawl be in correct alignment to receive the plunger. A very satisfactory tool for doing this work may be made up from the plunger of an old solenoid or turned up from a piece of cold roll or drill rod with a flat on each side just ahead of a relief as shown in illustration.

"C" Aligning studs for manifolds, cylinder heads and transmission case have long been in use and made up by repair men. Two of these are used for aligning the Overdrive Case and Adapter with the standard transmission and does simplify the job very much.

Any suggestions along this line that you may have might earn a prize—3 of them each month are awaiting takers. Send yours in marked for attention of "Service Merchandiser."

## A SERIAL NUMBER . . .

is assigned to every Hydra-Matic transmission on Hudson cars. This number is stamped on a metal tag riveted on the right side of the transmission case. When reporting any condition concerning the Hydra-Matic transmission it is **IMPORTANT** to include this number as well as car serial number.

## OVERDRIVE GOVERNOR SWITCH

Effective recently in production is the use of a new Overdrive Governor Switch Part Number 305244, on which the Vacumotive Drive Terminal has been eliminated. Governor Switch Part Number 165829 must be used with those cars fitted with Overdrive and Vacumotive Drive.

## CORRECTION

Please correct text under caption Speedometer Cable Drive Reducer Assembly, Page 154 of January issue, Service Merchandiser to read — A Speedometer Cable Drive Reducer Assembly is used on **ALL MODELS** with Overdrive, Drive-Master or Supermatic Drive. Disregard 3-A mentioned here and on page 164, February issue—there is no such model.

## REMOVING PAINT

(Courtesy Ditzler Color Division)

Refinishing means that there is some paint on the vehicle that must be removed or "reconditioned"—before any new paint may be applied. Removal of fresh paint whether lettering or body finishes, is the simplest of all paint removal operations. In fact the same solvents as used in the paint or some that are slightly stronger will do the job and leave hardly any trace of the change.

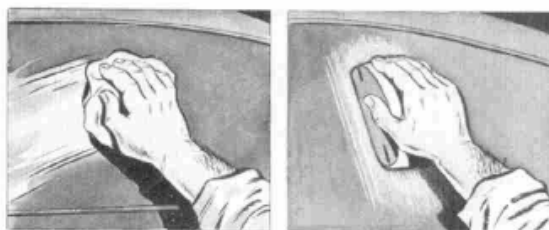
Removal of old lettering jobs or old body paint, however, presents another problem. When these paints are a few months old they are so oxidized as to be almost insoluble in ordinary thinners, and it requires care and judgment in removing such paint if it is to be done with the least amount of cost and effort.

Whether to remove the old finish entirely or not is a matter to be decided on each individual job. If the old finish is not scaled or checked and is in otherwise sound condition, considerable labor can be saved by simply sanding the old finish to produce a smooth surface and a better "tooth" for the new finish. In other words, if the old finish is reasonably smooth and has good adhesion it is good economy to leave it where it is. However, in case the customer wants the job stripped to the metal, and is willing to pay the added cost, that is the proper course to follow.

There are eight methods commonly used to remove or condition old finishes. These range from a mild treatment of compound on a blemished spot, to sand blast stripping for an all-over job.

Which method to use on a given job depends on that job and the painter's judgment as to the total cost involved. The total time required to remove the undesirable part, as well as the time required for refinishing, provides the answer. For instance, it would be no economy to save time in removing some lettering or paint by a fast process and then discover that, instead of a partial refinishing job, you have to completely refinish the panel or part because of the damage done by the quick removal process. Therefore, if compounding or hand sanding will do the removal job in a reasonable time, don't use a disc grinder or paint remover or something more severe. A few remarks about each individual process may help as a guide in arriving at the right process to use any given job.

WITH EVERY LUBRICATION  
ASK —  
"HOW'S YOUR OIL FILTER?"



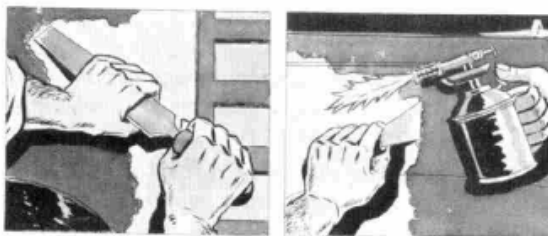
## 1. COMPOUNDING

Rubbing compounds, in one of the several types available, are suitable for removing a blemished spot or lettering that has not left a deep impression in the finish. They are usually quite satisfactory for work on used cars or trucks and the rubbing compound can be applied with a hand pad or a power buffer. Always clean up with a little naphtha after compounding to remove the soapy residue left by the compound.

Transfers or decals are harder to remove than hand painted letters and it usually becomes necessary to use turpentine, naphtha, or some solvent of this type to first get through the varnish coating. If the transfers are then softened with a little thinner, they can be peeled off with the help of a safety razor blade. If necessary to use force on the blade and if gouging the finish results, you'd better turn to some other method. Compounding is O.K. for blemishes, etc., but is too mild in its action to be much good for actually removing any considerable area of solid paint.

## 2. HAND SANDING

If the lettering has left a deep impression in the finish and if it is necessary to remove that impression, then either block sand the job by hand or use an electric or air-powered hand sander. A flexible block will not work as well as a rigid block. Sometimes this method will not remove the impressions in which case, use a disc sander and remove all of the old finish down to the metal. Hand sanding is O.K. for small spots and power sanding for larger areas but neither is economical for a big job.



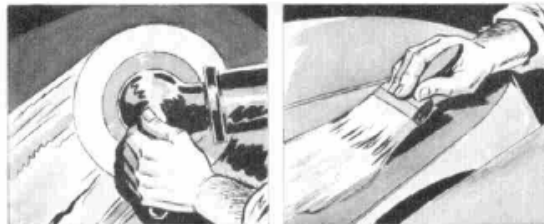
## 3. HAND SCRAPER

This is a commonly used method for removing old finishes from wooden posts or metal panels or for

removing the old finish from inaccessible corners or places that cannot be reached with a disc sander. It is a slow process and usually requires some final sanding for clean-up, but it usually leaves the metal or wood in an ideal condition for refinishing. Do not dry scrape over wooden or composition panels as gouging may result.

#### 4. BLOW TORCH

This method of paint removal applies mostly to small jobs or wooden sections which do not lend themselves to other processes. Trying to burn the paint off steel is futile because the torch only makes it harder to remove. For wooden stakes or ribs the torch does a good job and leaves the wood dry and free from all wax, grease, caustics, moisture or anything that would destroy the adhesion of the new coat. A little sanding after the burn-off method puts the wood in good condition for the new paint. While the torch method is ideal for some situations it has rather limited use.



#### 5. DISC GRINDER

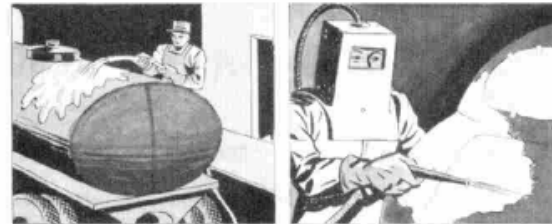
For fenders, metal body panels (except wooden surfaces), and all relatively small jobs, there is no method as fast and thorough as using a disc grinder. Start with a No. 16 to No. 24 grit open-coated disc and by holding the face of the disc at a slight angle to the surface, work forward and backward evenly over the area rather quickly to get off the bulk of the old finish down to the metal. Follow this with the grinder fitted with a No. 50 close-coated disc, go over the entire area and slightly out on the surrounding surface to clean up the work and eliminate the troughs or steps caused by the coarse disc. Follow this with a 150 grit paper in a block sander and finally feather edge the spot by water sanding with wet or dry paper of 280 or 320 grit. This is the popular and practical method for all touch-up jobs.

#### 6. PAINT REMOVER

While the disc grinder is a great time and labor saver, it is limited to panels or fenders, etc., and is not recommended for all-over jobs or large areas because the heavy labor costs and expense in abrasive papers. For large jobs it is better to use paint removers and follow up with a disc grinder carrying a No. 50 close-coated disc to dispose of rough spots, lightly rusted areas, etc.

All cases where paint remover has been used the sanding operations should be followed by a liberal clean-up with wax and grease remover because most of the paint removers have some wax in them and

any waxy residue must be removed. When using paint removers it is good practice to put on the remover with as few strokes as possible. The more you brush a paint remover, the more strong solvents you lose because you keep breaking up the wax coating which forms on top of the remover and which acts as a seal to prevent evaporation. Paint removers and caustic cleaners cannot be used on porous surfaces (wood or composition board) where wax or caustic can be absorbed.



#### 7. HOT CAUSTIC PAINT STRIPPER

For large tank trucks or all-steel jobs the hot caustic paint stripper process is quite economical. Collecting trays, tanks, a circulating pump, and heating equipment are necessary for this process; but if enough jobs can be obtained to warrant the expenditure for equipment, this process will remove the paint quickly and after a little clean-up work will leave the surface in good shape for the new paint job. The hot caustic process cannot be used on bodies where the construction is of wood or where the panels or mouldings are of aluminum or zinc.

#### 8. SAND BLAST

Sand blasting the old finish is not very common, but this method has a good many points in its favor. It can be used over nearly all types of body construction, even aluminum sheet, with caution, and it leaves a clean, dry surface in an ideal condition for refinishing. It is a very fast method and has the further advantage of revealing rusted areas and places where hidden rusting may result in scaling after the job has been refinished. All glass must be protected against pitting by carefully masking.

It is advisable to prime coat the metal as soon as possible after any stripping process but a sand blast job actually requires that the job be primed almost immediately because the metal is really in a raw state after this treatment and will start rusting if allowed to stand overnight.

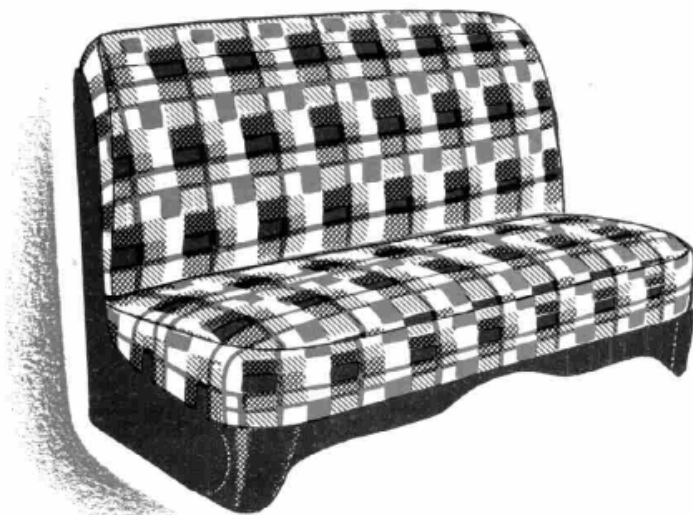
Like the hot caustic process sand blasting calls for quite an investment in equipment, but this expense can soon be written off if enough jobs are obtained to keep the equipment busy. Those who use the sand blast method speak very highly of its advantages. As more compressors, air hose, and sand blast equipment become available this method will probably supplant all other methods for complete stripping of large jobs.

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