MAY IS NATIONAL SAFETY MONTH

...make MAY your biggest

Safety-Check

MONTH

Hudson Motor Car Company... Detroit 14, Michigan
MAY IS NATIONAL SAFETY MONTH
CHECK YOUR CAR—CHECK ACCIDENTS

An intensive Safety Check promotion waged during the month of May by the Automobile and Allied Industries N.A.D.A. and Safety Organizations is being aired coast to coast via Radio... Television... Magazines... Billboards... Direct Mail!

You, the Hudson Dealer, and your entire Service Personnel are a vital link in the National Car Safety Check Month—May. It is estimated that Direct-Mail Campaign will reach 20 million car owners. Easily several hundred thousand Hudson owners will respond, calling on Hudson Dealers throughout the country for inspection and check-up of their cars during this period.

Your volume of service-inspection and adjustment will perhaps exceed your expectation during the National Wide Drive. Have every one of your contact men, parts men and Mechanics trained to the spur of the moment and ready. Stress the importance of a Safe Car for Safe Driving. Remember WHEN YOU SELL SAFETY—YOU SELL SERVICE.

Items to be checked by showrooms during the May Safety Month are: BRAKES, FRONT AND REAR LIGHTS, STEERING, TIRES, EXHAUST SYSTEMS, GLASS, WINDSHIELDS, WIPERS, REARVIEW MIRRORS AND HORNS. Be prepared and have everything in readiness in order to be of maximum service to your owners. Hudson Motor Cars have been long known for their safety in design and construction. Maintain that good reputation by careful and thorough inspection and adjustment.

This National Safety Drive combined with your own Direct-Mail and Poster Campaigns should result in new customer contact and with it your opportunity of an increased field of service and Sales Business.

Establish your Dealership as a “Safety Check Headquarters” by displaying the official banners, pennants and seals available through Modern Display & Equipment, Inc., Detroit 24, Michigan... This will identify your business with the National Safety Program.

Join with the National Safety Council and the Inter-Industry Highway Safety Committee in this annual drive to improve the condition of all cars on the highway.

REAR SPRINGS

The light scale (Spring Perch) rear spring, Part Number 302400 has been superceded by one Part Number, 305433. This spring is fitted with three Polyethylene Plastic Tip Liners between leaves 1-2, 2-3, 3-4, at each end, in lieu of the Rubber Inserts as used heretofore.

The rear Spring Leaf Insert (Plastic) service replacement Part Number 305860 as used with the new spring may be used for replacement in the first type Perch Spring instead of the rubber insert, Part Number 303980.

A new light scale (Eaton) eight leaf rear Spring, Part Number 305736, without cover and having four O and S bearing Tip Liners at each end between leaves 1-2, 2-3, 3-4, 4-5. The Tip Liners as used on all uncovered Eaton Springs bears Part Number 305921 and are held in position by two rivets for each Liner.

All uncovered Eaton Springs with Tip Liners may be lubricated with a viscous lubricant. Spring Perch Rear Springs (also uncovered) must not be lubricated.

When installing new Rear Springs, be sure that the mounting surface, spring pads and mounting clips are free of oil or grease. At the time of installing, tighten the Spring Clip nuts to 70-80 ft. lbs torque.

Periodical inspection of Spring Clip nut tightness may prevent breakage due to loose Clip nuts. Keep in mind, however, these Clip nuts should not be tightened above 30 ft. lbs. This is due to the rubber shock pads having taken a set. Re-tightening to that of the original torque would destroy the shock absorbing effect of the rubber pads.

TO REFILL HYDRAULIC CAR JACK

Remove nut on top of jack, take off the bracket and lock nut. Pull plunger out and tighten or close the release screw. Fill center tube to top with an ice machine oil or one that is wax free and will stand zero cold test. Open release screw and insert plunger rod, then re-assemble lock nut, bracket and holding nut on top.
BILLINGS, MONTANA

Completely equipped and carrying on the 40 Hour Hydramatic School. Effort and expense have not been spared, with the object of complete and thorough training of all Hudson Dealers Mechanics.

ROCHESTER AREA PARTS & SERVICE MANAGERS—

have just had a reorganization of their Club and an election of new officers, held at the Seneca Hotel in Rochester, New York.

Harry Marcus (standing second from left) was elected President, Emony Champney (seated second from left) Vice President and Sid Painting (standing—fourth from left), Secretary and Treasurer.

Through the hundreds of these Hudson Parts and Service Managers Clubs throughout America is offered the greatest opportunity for exchange of ideas and field service development.

We congratulate the officers and members of Rochester Club.

SPECIAL TOOL AND PART NUMBER CHANGES

With various changes in new car mechanical design some Special Tools have been modified or changed in order that they may be adaptable to the greatest number of our cars. Those Special Tools bearing new numbers, although changed somewhat in shape or design, are applicable to the same use on older models.

The following K.M.O. Special Tool and Part Numbers have been changed.

J-1860 Upper Support Arm
    Spreader ................ Use J-3957

J-2158 Differential Side Bearing
    Remover ................ Use J-2241-A

J-485A Clutch Filler Gun ...... Use J-1026-A

J-1570 Mainshaft and Drive Gear
    Bearing Replacer ...... Use J-2295-1
PRIZE WINNERS FOR SUGGESTION CONTEST

A very simple but efficient method of converting the Hydra-Matic Transmission Holding Fixture for holding the standard transmission is submitted by Mr. Lyle R. Zobel, Mechanic with the Shrock Motor Inc., Hudson Dealer at Salem, Oregon, three years. He wins first prize and below is an illustration of how he does it.

"I find a very useful and convenient Holding Fixture for overhauling conventional transmissions with or without overdrive can be had by bolting an adaptor made from scrap-iron (approximately 3/16" inch thick) to the Hydramatic Holding Fixture, tool No. J-2541-A. This permits turning transmission in a complete 360° circle during overhauling process, but prevents it from sliding all over the bench and being difficult to handle."

Second prize is awarded to Mr. Lloyd J. Kirby, 446 South Stuart Street, Denver, Colorado, a mechanic with Fred Ward, Inc., Hudson Distributor in that city. He improvises a valve and tappet holder for his own use:—12 for 6 cyl. or 16 for 8 cyl. engine permits the removal and installation of a camshaft without the necessity of removing cylinder head and valves. This is how they are laid out and cut.

A piece of strap iron 11/2" wide by 21/4" long 1/8" thick and drill a 3/8" hole in the middle then saw it in two. Then measure off 3/16" from where you saw it in two clamp in vise and bend in a 90° angle. Using a 3/8" rat-tail file, elongate the hole until you have a 1/4" space from the back to the hole. Then make sure the lip is 27/32" high. Now saw the corners off so the vise is a 1/2" and will not be in the way of valve lifter.

A recent engineering change increases the torque specified for tightening the Rear Axle Companion Flange to Drive Pinion Locking Nut, Part Number 1717325 from 200 ft. lbs. to 275/325 ft. lbs.

STEERING WHEEL TO HORN RING SILENCERS

On page 98 of the June, 1950 Service Merchandiser there was outlined the method of removing 3 plastic bosses from the hub of the Custom Steering Wheel, and cementing rubber silencers at those points to eliminate a rattle.

Since that time an Engineering Change became effective providing for 37/64" openings in the Steering Wheel hub to receive 3 rubber silencer pads, Part Number 304322 as shown in the illustration below.

When removing the Steering Wheel there is a possibility these silencers may become dislodged and perhaps lost. If these are found to be loose they should be cemented in position.

"A" SERIES FLAT RATE MANUAL
CORRECTIONS AND SUPPLEMENTS

Please make the following corrections and additions to your new "A" Series Flat Rate Manual.

Section #9—Engine and Transmission Assemblies—Remove and install—With Hydra-Matic Transmission—Add 1.4 hrs. for removal and installation of the frame #3 crossmember (Section #15 Operation 15-3), which is an additional necessary operation.

Section #9—Piston and Rings—Remove and Install (All) Operation 9-52 should read:
All Model 6 Cyl. . . . . . . . . . . . . . . . . 8.3 8 Cyl. . . . . . . . . . . . . . . . 10.2

Section #14—Accessories—Operation 14-7 should read 4.0 hours, and Operation 14-12, where no time is shown, should read .2 hours.

PARTS THAT ARE RETURNED—
to the factory and in our test and inspection we find to be up to standard and no indication of defect, become an extremely expensive proposition. Considering all the paper work and cost of ordering and returning, the time of replacing etc., and the fact that the part is up to standard eliminates the possibility of returning it to the Manufacturer. There is only one alternative—that is to return it to the Zone or Distributor.

One such part is the Oil Pressure Switch, part number 300828 being returned account of oil leak. Practically all of these units that have returned account of oil leak have been found to be up to standard. However, where any oil leakage may occur at the threads it can be corrected by applying a small amount of gasket sealer and tightening the unit properly.
MAY IS SAFETY CHECK MONTH

SELL SAFETY DURING MAY . . . BY CHECKING:

- LIGHTING SYSTEM—for burned out Sealed Beam Units...Parking and Tail Lights...Directional Turn Indicator.
- BRAKING SYSTEM—for worn brake lining ...Brake Parts...Wheel Bearings...Master Brake Cylinder...Wheel Cylinders.
- EXHAUST SYSTEM—for leaking mufflers ...Tail Pipes...Gaskets.
- STEERING SYSTEM—for correct alignment ...Worn Tie Rod Ends...Wheel Bushings.
- WINDSHIELD WIPER SYSTEM—for frayed cables...Deteriorated Air Hoses...Worn Windshield Wiper Blades...Proper Adjustment of Windshield Arms.

Sell Safety! and You Sell

Premium Service
## SPEEDOMETER GEAR DATA

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## HYDRA-MATIC BAND ADJUSTMENT

It has been indicated that a certain amount of wear-in that takes place within the 1000 mile period necessitates changing the recommendation that the initial band adjustment be made at 1000 miles rather than 2000 miles of car operation.

7.10 x 15 Tires—731 Revs Per Mile
7.60 x 15 Tires—721 Revs Per Mile

Speedometer Cable Drive Reducer on all OD-HDM or SMD Transmission to effect 1000 cable R.P.M. per mile. Speedometer Gears and Pinions are of 22-24 and 26 pitch therefore, must be properly matched. S W (Stewart-Warner) number is stamped on gears and pinions.
ACCELERATOR PEDAL LINK BELLCRANK ASSEMBLY—HYDRA-MATIC DRIVE

It has been found that an inoperative gear shifting condition seemingly caused by improper throttle linkage adjustment, yet does not respond to such adjustment, was caused by the outer lever of the Accelerator Pedal Link Bellcrank having become loose on the tubular shaft.

When there is failure in 4-3 down shift, a very simple method of determining if outer lever is loose, is to hold the inner lever of the Bellcrank Assembly and try to move the outer lever. Should it be found to be loose it is not necessary to replace the Assembly but simply remove it, and weld the outer lever to the shaft and lever against which it butts. These outer levers must be paralleled and in alignment.

AN EXTENSION ADAPTER PLUG AND ADJUSTER—

used when checking and adjusting generator output has been used by your Factory Service School Instructors during the past two years. These are sketched below and may be made up quite easily. Using a 3 inch length of ¼ inch cold rolled steel run a 10-32 thread ¼ inch long at one end and form a screw driver slot at the other end. After disconnecting the Battery lead from the regulator, screw the extension in that position and tighten the nut on the wire terminals. This will provide for making a good contact, avoiding annoyance of shorting when using testing instruments. The adjuster is for the purpose of bending the spring anchor extension so as to increase or reduce the spring tension. It is made up of ¼ inch cold rolled steel of dimensions as shown in the sketch.

TORUS COVER SPRINGS

Please refer to the February issue Service Merchandiser, Vol. No. 2, Page 160, under caption “Change in Hydra-Matic Drive.” The springs of the new Torus Cover are of three different lengths—two of which completely fill the space—two are slightly shorter with about ½ inch end play and another pair are still shorter, about ¼ inch end play.

We learn that some dealers have replaced these new covers assuming that the springs that did not fill the space were too short and also due to their apparent loose fit might cause some noise or rattle. The length and fit of these springs are as intended by the manufacturer. Due to the centrifugal force and oil pressure in which they operate these springs are noiseless.

Placed inside of the two shortest springs are stop pins for the purpose of limiting the degree of compression of all springs. Do not bend the steel lips over any of the springs with the object of preventing noise.
Spring and Summer Merchandising

MEANS CLEAN-UP • DECORATE • DISPLAY

Your Parts and Accessories Department should be decorated in the Seasonal Mood so that your customers will be attracted to buy. You have the best merchandise and displays. Decorative materials are very low priced and obtainable locally from dime stores and art shops SO CLEAN UP – DECORATE – DISPLAY.

May, June and July are three good months for selling:

★ Karvisors
★ Thermaster Jugs and Refrigerators
★ Seat Covers
★ Polishes, Wax, Cleaners
★ Spark Plugs
★ Touch-Up Paint
★ Floor Mats
★ Chrome Accessories
★ Cooling System Supplies

Of course, after you've set up your decorations and displays—you'll want to follow through on selling by making demonstrations, and contacting owners through the mail and over the phone—

TIE IN SAFETY ACCESSORIES WITH THE NATIONAL SAFETY PROGRAM