1955 AMC-Hudson

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Technical Bulletins (Groups 1.000 thru 13.000)

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HUDSON AUTOMOBILES NASH AUTOMOBILES HUDSON SPECIAL PRODUCTS

AUTOMOTIVE TECHNICAL SERVICE 3280 SOUTH CLEMENT AVENUE

MILWAUKEE 7 WISCONSIN

KELVINATOR AND LEONARD APPLIANCES

HZ 55-9 HD 55-6

File Under: GROUP 1.000 ENGINE

June 9, 1955

ALL DEALERS, ZONES AND DISTRIBUTORS

INTAKE VALVE STEM OIL DEFLECTOR, PART NUMBER 6476056

Part Number 6476056, Intake Valve Stem Oil Deflector, became effective at Engine Number P-13644 for improved oil control. This is in addition to the elimination of the eight oil holes in the rocker arm shafts which became effective at

Engine Serial P-9038.

The deflector, a rubber cap, is located over the valve stem and installed on the top section of the cast valve guide.

Initial shipments of Part Number 6476055 will be forwarded to all Field Warehouses the week of May 29, 1955.

The following Flat Rate Operation will apply:

NUMBER	OPERATION	SERIES	HOURS
	INSTALL INTAKE VALVE STEM OIL DEFLECTORS - Set of 8 Part 6476056	V-8	1.0
	With Air Conditioning		1.2

To facilitate valve spring removal and replacement, Tool J-6204, Valve Spring Compressor, will be available from

Kent-Moore Organization, Inc. approximately June 1, 1955.

To remove the valve spring, locate the piston on TOP CENTER to contact the valve head when the valve spring is

depressed. Remove valve cover and loosen rocker arm shaft assembly.

Locate Tool J-6204 on the rocker arm shaft. support and retain with the mounting bolt. Install the "U" shaped adapter

inverted position on the spring retainer . Depress the spring with thumb screw to remove the split valve locks. Release spring tension and remove valve spring.

American Motors Technical Service Att. #55-23 illustrates valve spring removal with Tool J-6204 (sample tool shown) and Part 6476056, Deflector, installed on guide.

Yours very truly,

DeBroak

F. H. Brodek Technical Service Manager

F.H.Brodek ctp Attach.



FIGURE 1 Removing Valve Spring With Tool J-6204 (Sample Tool Shown)

American Motors Technical Service Att. #55-23

American Audore Service Art Art 2



FIGURE 2 Part Number 6476056, Oil Deflector, Installed on Valve Guide



FIGURE 3 Valve Spring Compressor Tool—J-6204



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AUTOMOTIVE TECHNICAL SERVICE

3280 SOUTH CLEMENT AVENUE MILWAUKEE 7 WISCONSIN KELVINATOR AND LEONARD APPLIANCES

HZ 55-4 HD 55-4

File Under: GROUP 3.000 ELECTRICAL-WIRING LAMPS

August 1, 1955

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

DIRECTIONAL SIGNAL SWITCH AND CAM -1955 "HORNET" AND "WASP" SERIES

American Motors Technical Service Att. #55-37 illustrates Part Number 3144224 Directional Signal Switch assembly which became effective at car Serial Numbers W-1119, X-1090, and Y-1177. Switch, Part Number 3131527, used prior to these serial numbers is also illustrated for comparison purposes.

Directional Signal Switch Cam, Part Number 3144225, designed for use ONLY with switch, Part Number 3144224, MUST BE INSTALLED AS ILLUSTRATED IN FIGURE 2.

The installation of parts not designed for operation with each other or the mislocation of the cam on the steering column tube will definitely result in premature failure of the switch assembly.

Apply a slight amount of Lubriplate to the switch levers and rollers, operating cam, and the jacket tube opening cover prior to installation of the switch.

The red coded wire attached to the switch assembly is not used for Hudson Series cars. Therefore, it will be noted that the portion of this wire protruding from the lower section of the wire harness on service replacement parts has been

eliminated at time of production assembly of directional signal equipment.

Very truly yours,

F. H. Brodek Technical, Service Manager

F.H.Brodek ctp Attach.

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FIGURE 1

Directional Signal Switch Assemblies



FIGURE 2

Directional Signal Switch Cam Location 1955 "Hornet" and "Wasp" Series



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AUTOMOTIVE TECHNICAL SERVICE

3280 SOUTH CLEMENT AVENUE MILWAUKEE 7 WISCONSIN KELVINATOR ANDLEONARD APPLIANCES

HZ 55-5 HD 55-5

File Under: GROUP 3.000 ELECTRICAL-WIRING LAMPS

August 2, 1955

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

CIRCUIT BREAKERS AND LIGHT SWITCH -1955 "HORNET" AND "WASP" SERIES

Two circuit breakers are supplied for cars not equipped with electric window lifts. A 30 Ampere circuit breaker attached to the light switch assembly and a 20 Ampere circuit breaker, controlled by the ignition switch, mounted below the dash panel on the ceiling of the cowl near the steering jacket tube location. The ignition controlled circuit breaker is of a 30 ampere value, if the car is equipped with air conditioning.

The circuits protected by the 30 Ampere circuit breaker on the light switch are the parking and head lights, tail lights, interior courtesy lights, front ornament light, dash lights, clock, and glove box light. A total current load of approximately 20 Amperes.

The ignition switch controlled circuit breaker, either 20 or 30 Amperes, protects fuel and temperature gauge, instrument cluster voltage regulator, no charge and oil pressure warning lights, heater blower motor, brake light circuit, and directional signal circuit. The total current load is approximately 18 amperes.

With air conditioning, using a 30 Ampere ignition controlled circuit breaker, the following additional circuits are also protected: A.C. thermostat, solenoid by-pass valve, and magnetic clutch. The total current load is then approximately 25 amperes,

All circuit breakers used are designed for an overload of 50%. This means that a 20 breaker should carry 30 amperes before actually opening the circuit for the first time.

The installation of a circuit breaker with insufficient capacity will result in an electrical overload and intermittent operation of the circuit protected. The head light switch is to be installed with the circuit breaker located to the top of the assembly. Where the switch would be installed 180° from, correct position, the contour of the dash will cause distortion of the switch. This distortion results in high resistance at the switch contacts with ultimate failure, sometimes preceded by intermittent head light operation.

Very truly yours,

DeBrouk

F. H. Brodek Technical Service Manager

FHB ctp



HUDSON AUTOMOBILES NASH AUTOMOBILES SPECIAL PRODUCTS AUTOMOTIVE TECHNICAL SERVICE 3280 SOUTH CLEMENT AVENUE MILWAUKEE 7 WISCONSIN K E L V I N A T O R AN D L E O N A R D A P P L I A N C E S

HZ 55-4 HD 55-3

File Under: GROUP 4.000 FUEL - CARBURETION -EXHAUST SYSTEM

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

May 12, 1955

HARD STARTING V-8 ENGINES -1955 SERIES

Campaign: V-8 Series Prior to Car Serial Number Y-5836

Effective at the above serial number, Carburetor Model WOD-2231-S utilizes a dust cover incorporating an atmospheric vent valve controlled by the accelerator pump linkage.

At closed throttle, the accelerator pump linkage opens the vent valve, thus venting the float chamber to the atmosphere. Atmospheric pressure is then exerted on the fuel in the float bowl to push the fuel out of the idle discharge ports.

Upon opening throttle, the pump linkage permits the vent valve to close, restoring the balanced internal vent to control fuel metering.

Part Number 3119115 dust cover package (Carter Part 118-122U consisting of one dust cover, two screws, and two lockwashers) must be installed on all cars built prior to the aforementioned serial number.

Variations in production may result in interference between the dust cover vent and air cleaner. Where necessary, a slight depression may be provided in the air cleaner at point of contact.

Initial shipments of Part 3119115 have been forwarded to all field warehouses.

Credit will be allowed for material at dealer net plus 10 per cent and labor at 65 per cent of the flat rate time listed below based on the dealer labor multiple on record at each Zone.

NUMBER	OPERATION	SERIES	TIME
FU-100	INSTALL DUST COVER PART 3119115	V-8	.2 Hrs.

Effective at Engine Number P-14763, the carburetor float level has been revised from 3/16" to 1/4". At time of float adjustment, it is important to inspect for float interference. This interference may be found to exist between the sides of the

float and the bowl chamber. Another source of interference may exist between the pin end of the float lever and the bowl chamber sides. This would be the result of the float lever protruding beyond the mounting boss of the bowl cover causing the lever to rub or bind on the bowl chamber.

At time of float adjustment, the needle and seat should also be inspected for leakage. Prior to installation of a new needle valve seat gasket, soak the gasket in hot water.

When adjusting the carburetor idle, it is important to carefully balance the mixture adjustment of the two barrels of the carburetor to obtain a peak vacuum of approximately 1711 minimum.

Heat deflector, Part Number 5300977, and gaskets, Part Number 6348465, installed between the carburetor and intake manifold also became effective at Engine Number F-10050.

A thorough engine tune-up is a necessity to eliminate other factors which may aggravate a starting condition.

Yours very truly,

Broak

F. H. Brodek Technical Service Manager

F.H.Brodek ctp

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HUDSON AUTOMOBILES NASH AUTOMOBILES HUDSON SPECIAL PRODUCTS

AUTOMOTIVE TECHNICAL SERVICE

3280 SOUTH CLEMENT AVENUE MILWAUKEE 7 WISCONSIN KELVINATOR AND LEONARD APPLIANCES

HZ 55-8 HD 55-7

File Under: GROUP 4.000 FUEL-CARBURETION-EXHAUST SYSTEM

October 25, 1955

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

VAPOR LOCK - 1955 V-8 SERIES

Effective at Car Serial. Number Y-7092, a fuel vent line from the carburetor to the fuel tank pipe was incorporated to alleviate a vapor lock condition.

The following parts are effective at the above serial number:

QTY.	PART NUMBER	DESCRIPTION
1	3147308	Fuel Vent Elbow (Restricted)
1	3147536	Fuel Vent Tube - Front
1	3147535	Fuel Vent Tube Clip
1	3147537	Fuel Vent Tube - Center
1	63045	Fuel Vent Tube Clip (To Windshield
		Wiper Tube)
7	47477	Fuel Vent Tube Clip
1	3147538	Fuel Vent Tube - Rear
2	3147539	Fuel Vent Tube Clip (To Tank)
1	47740	Fuel Vent Tube Clip (Rear Floor Pan)
1	8000093	Fuel Vent Tube Clip Screw
1	GM-137421	Fuel Vent Tube Elbow
2	3147540	Fuel Vent Tube Hose
3	3147541	Fuel Vent Tube Hose Clamp
1	3147542	Carburetor Strainer Nut

Installation Procedure:

Replace the carburetor strainer nut with the drilled and tapped nut and install the restricted elbow. Elbow faces the 7 o'clock position as viewed from front of engine.

Install. shortest line in elbow and route parallel with the vacuum pump line on the right cylinder head. Use strap fasteners to attach vent line to vacuum line. A double clip is used at the rear to retain the line to the bracket.

The long line is routed along the right body sill and up to the floor pan over the rear axle. On cars with fuel lines routed along the right sill, the vent line is to be clipped parallel to the fuel line. On cars which have fuel lines along the left side sill, the vent line may be attached to the right sill by clips installed in the existing holes in the sill. The rear of the line is attached to the floor pan with a clip and screw.

The fuel tank must be removed to permit installing the rear section of the vent line.

Temporarily, install the unrestricted elbow on the vent line. Place the line on the upper side of the right flange of the tank so that the elbow may be used to mark the fuel tank filler neck for drilling a 21/64" hole. Tap the hole with a 1/8" pipe tap and install the elbow. Permatex may be used to seal the elbow threads. Install this section of vent line on the tank fastening to the tank flange with special clips. Reinstall the tank. The three sections of the vent line are connected by rubber hose and secured by the adjustable hose clamps.

It will be necessary to dent the lower side of the air cleaner in the area of the fitting on the carburetor strainer nut to provide clearance.

The above parts have been classified. as Zone Stock Items. Initial shipments are being made to all Parts Warehouses.

Credit will be allowed for material at dealer net plus 10 per, cent and labor at 65 per cent of the Flat Rate listed below based on the Dealer Labor Multiple on record at each Zone.

Number	Operation	<u>Series</u>	Time
FU-110	INSTALL CARBURETOR VENT TUBE	V-8	2.0 Hrs.

Yours very truly,

A Brouk

F. H. Brodek Technical Service Manager

F. H .Brodek ctp



HUDSON AUTOMOBILES NASH AUTOMOBILES HUDSON SPECIAL PRODUCTS

AUTOMOTIVE TECHNICAL SERVICE

3280 SOUTH CLEMENT AVENUE MILWAUKEE 7 WISCONSIN KELVINATOR AND LEONARD APPLIANCES

HZ 55-3 HD 55-3

File Under: GROUP 5.000 CLUTCH

June 2, 1955

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

CLUTCH BEAM FABRICA INSULATOR REINFORCEMENT SHIM, PART NUMBER 3127205 - 1955 "WASP" SERIES

Where difficulty is encountered, a clutch beam fabrica insulator reinforcement shim may be incorporated in the beam assembly to prevent distortion or cracking of the insulator.

As this part, at present, is not available, American Motors Technical Service Att. #55-22 illustrates the size of a shim which can be fabricated from ordinary .015" shim stock.

Remove the four bolts that retain the insulator and add the shim to either side of the insulator and torque tighten to 4 foot pounds. Replace the fabrica insulator if the original one shows signs of distortion or elongated holes.

The following Flat Rate Operation will apply for the shim installation when required:

NUMBER	OPERATION	SERIES	TIME
CL-24	CLUTCH BEAM ASSEMBLY - R. & R	"Wasp"	.6 Hrs,

Yours very truly,

F. H. Brodek Technical Service Manager

F.H.Brodek ctp Attach.

American Motors Technical Service Att. #55-22



Clutch Beam Insulator Reinforcement Shim



HUDSON AUTOMOBILES NASH AUTOMOBILES HUDSON SPECIAL PRODUCTS

AUTOMOTIVE TECHNICAL SERVICE

3280 SOUTH CLEMENT AVENUE MILWAUKEE 7 WISCONSIN KELVINATOR AND LEONARD APPLIANCES

HZ 55-9 HD 55-8

File Under: GROUP 6.000 TRANSMISSION

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

October 27, 1955

ROUGH 2-3 UPSHIFT -HYDRA-MATIC TRANSMISSION -"HORNET" AND "WASP" SERIES

In cases where this condition is still prevalent after correction of the shift pattern through linkage and internal band adjustments, roughness can be eliminated by the installation of Service Spring, Part #3119206 in the front servo body 4-3 downshift valve.

In the WASP SERIES only, it is also necessary to replace the pressure regulator spring, Part #3115705. This pressure regulator spring is identified by being painted "Blue" in color and will reduce the main line pressure approximately three to four pounds.

To install service spring, drain the transmission oil in a clean container, remove the oil pan and oil screen.

Remove the front servo valve body retained by the three filister head screws. The 4-3 downshift valve can be removed from the front servo body with long nose pliers or blown out with air pressure applied to the exhaust port hole. Insert the spring ahead of the 4-3 downshift valve; install the valve and replace the front servo valve body.

Mlilwaukee Technical Service Att. #40 illustrates the installation procedure. Check both band adjustments using gauges #J-1693 and #J-5071 as outlined in the 1955 Automatic Transmission Technical Service Manual.

The following Flat Rate Operations will apply:

<u>NUMBER</u>	OPERATION	<u>SERIES</u>	HOURS
TRH-19	FRONT SERVO - Remove front servo valve body and install 4-3 downshift valve spring	40-60	1.0
TRH-36	TRANSMISSION OIL PRESSURES REGULATOR VALVE - R. & R Includes check oil level	40	.5

Yours very truly,

F. H. Brodek Technical Service Manager

F.H.Brodek C

American Motors Technical Service Att. #55–40 Litho in U.S.A.



1 - 4-3 Downshift Valve 2 - Spring Pt. #3119206



HUDSON AUTOMOBILES NASH AUTOMOBILES HUDSON SPECIAL PRODUCTS

AUTOMOTIVE TECHNICAL SERVICE 3280 SOUTH CLEMENT AVENUE

MILWAUKEE 7 WISCONSIN

KELVINATOR AND LEONARD APPLIANCES

HZ 55-5 HD 55-5

File Under: GROUP 8.000 BRAKES AND WHEELS HUB AND DRUM

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

June 2, 1955

WHEEL RIM AIR LEAKS - 1955 SERIES

It has come to cur attention that wheels are being replaced due to minor air leaks. Minor wheal rim leaks can be corrected in the field through proper testing and repairs.

When a condition of this type is encountered, use a soap solution and brush and apply a coating to all possible points of leakage. First eliminate the tire carcass and valve assembly as possible points of leakage. When leakage at these points is encountered, repair to Manufacturer's recommendations.

Rim leakage can occur at the following locations:

Rusty rim flange at tire bead contact area.

Correction: Remove rust with scraper and finish with wire brush or steel wool. Excessive rust may leave a pitted condition, therefore, apply an appropriate rubber cement and re mount tire an rim while rubber is still tacky.

Foreign material imbedded in sealing grooves of tire bead.

Correction: Remove substance with a wire brush, apply rubber cement, and remount tire on rim while still tacky.

Heavy rim weld.

Correction: A heavy rim weld which has not been dressed down properly can cause a slow leak. With the use of a file, smooth down weld stock in flange area. Apply rubber cement and re mount tire on rim while still tacky.

Leaky rim rivets.

Correction: A leaky rim rivet can usually be sealed by pounding the rivet with a ball peen hammer. Use another hammer or support to back up the rivet. In addition, an application of a quick drying paint or cement will help eliminate this condition. Do not weld or braze leaking rim. Cracked or split wheels.

Correction: Correction of this condition should not be attempted. Replace wheel.

Bent wheel rim flanges.

Correction: This condition, which is usually caused by adverse actions, can be straightened if not too badly bent.

When straightened, apply rubber cement and remount tire on rim while still tacky.

Yours very truly,

DeBroak

F. H. Brodek Technical Service Manager

F.H.Brodek ctp



HUDSON AUTOMOBILES NASH AUTOMOBILES HUDSON SPECIAL PRODUCTS

AUTOMOTIVE TECHNICAL SERVICE

3280 SOUTH CLEMENT AVENUE MILWAUKEE 7 WISCONSIN KELVINATOR AND LEONARD APPLIANCES

HZ 55-7 HD 55-7

File Under: GROUP 8.000 BRAKES AND WHEELS -HUB AND DRUM

August 22, 1955

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

DUST COVER REPAIR KIT AND MASTER CYLINDER REPAIR KIT, PART NUMBERS 3111013 AND 8111902 - "METROPOLITAN" SERIES

In the near future, the Automotive Parts Warehouses will include in the subject repair kits a 1/2 ounce tube of Rubber Lubricant, Part Number 8112062. When installing either one of the two repair kits, this lubricant should be applied to the initial cylinder bore opening, around the, push rod, cir clip, and washer area.

As stock of the repair kits incorporating the tube of rubber lubricant becomes available, the aforementioned instructions will supersede prior Lubriplate application recommendations.

Very truly yours,

F. H. Brodek Technical Service Manager

F. H. Brodek ctp



HUDSON AUTOMOBILES NASH AUTOMOBILES HUDSON SPECIAL PRODUCTS

AUTOMOTIVE TECHNICAL SERVICE

3280 SOUTH CLEMENT AVENUE MILWAUKEE 7 WISCONSIN KELVINATOR ANDLEONARD APPLIANCES

HZ 55-3 HD 55-3

File Under: GROUP 9.000 REAR AXLE-PROPELLER SHAFT

November 15, 1955

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

REAR AXLE PINION BEARING CUP SPACER - - 1955 10 AND 40 SERIES - ALL AXLE RATIOS

A small quantity of rear axle housings built for production required a spacer under the rear pinion bearing cup to properly position the pinion gear.

It is important that at time of overhaul the original spacer, unless damaged, be reinstalled behind the rear pinion bearing cup.

Spacer, Part Number 3147087 (2-43/64" O.D. x 2" I.D. x .030") thick), has not been classified as a Zone Stock Item. It is, however, available at the Milwaukee Parts Plant.,

Yours very truly,

F. H. Brodek Technical Service Manager

F.H.Brodek, ctp



HUDSON AUTOMOBILES AUTOM

HUDSON SPECIAL PRODUCTS

AUTOMOTIVE TECHNICAL SERVICE

3280 SOUTH CLEMENT AVENUE MILWAUKEE 7 WISCONSIN KELVINATOR AND LEONARD APPLIANCES

HZ 55-8 HD 55-7

File Under: GROUP 10.000 FRONT AXLE-FRONT SUSPENSION-STEERING GEAR

July 7, 1955

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

IDLER ARM RATTLE - 1955 SERIES

It has been found that adjustment of the steering linkage ball seats, tie rod ball stud to cross tube alignment, front wheel bearing adjustment, and steering gear adjustment will correct the rattle commonly identified as steering idler arm bushing rattle. The idler arm bushing may be a loose fit on the bracket but no appreciable noise will originate at this point.

The practice of installing "Tension Devices" or decreasing the thread clearance fit between the bushing and bracket is usually only a temporary correction.

The steering linkage ball seat should be adjusted by first loosening the adjusting plug several turns, retightening until it is up solid, then loosen the plug to the first cotter pin hole not more than 900 maximum.

The tie rod ball stud should be centered in the opening of the cross tube while the tie rod end is square with the steering arm, This is adjusted by loosening one of the clamps on the adjusting tube and rotating the tie rod to a position where the stud will not contact the side of the cross tube opening.

NOTE: This practice should always be followed when adjusting toe-in.

The steering gear worm and cross shaft should be adjusted if there is evidence of clearance while the wheels are in the straight ahead position on the worm high point.

The front wheel bearings should be adjusted for minimum clearance by tightening until there is a slight bearing drag noted and loosening to first castellation. Looseness in the wheel bearings can be felt by shaking the wheel vertically (top and bottom).

Very truly yours,

F. H. Brodek Technical Service Manager

F. H. Brodek ctp PRINTED IN U S A



AUTOMOTIVE TECHNICAL SERVICE

3280 SOUTH CLEMENT AVENUE MILWAUKEE 7 WISCONSIN KELVINATOR AND LEONARD APPLIANCES

HZ 55-9 HD 55-8

File Under:

GROUP 10.000 FRONT AXLE-FRONT SUSPENSION STEERING GEAR

August 4, 1955

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

POWER STEERING RESERVOIR COVER OIL LEAK - 1955 "V-8" SERIES

An improved Power Steering Reservoir Cover, Part #3119155, incorporating a large inner baffle is being made available to correct individual complaints of oil leakage at the cover vent.

Part #3119155 will be forwarded to all field warehouses.

This improved cover became effective in production at Car Serial #Y-6448.

Very truly yours,

F. H. Brodek Technical Service Manager

F.H.Brodek ctp

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HUDSON AUTOMOBILES NASH AUTOMOBILES HUDSON SPECIAL PRODUCTS



AUTOMOTIVE TECHNICAL SERVICE

3280 SOUTH CLEMENT AVENUE MILWAUKEE 7 WISCONSIN KELVINATOR AND LEONARD APPLIANCES

HZ 55-11 HD 55-10

File Under: GROUP 10.000 FRONT AXLE-FRONT SUSPENSION STEERING GEAR

November 15, 1955

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

POWER STEERING PUMP PULLEYS -1955 "WASP" AND "HORNET" 6 SERIES

Effective with car Serial Numbers W-7746 "Wasp" and X-7519 "Hornet" 6 Series, Part Number 3145367, Power Steering Pump Pulley (5" diameter) replaces Part Number 3143342 Pulley (6-1/2" diameter).

The following new power steering pump drive belts are required for use with the new pulleys:

"Wasp" Series "Hornet" 6 Series Part Number 3145381Part Number 3145382

The above change was incorporated to increase pump speed, thereby increasing oil flow for improved power steering operation.

Yours very truly,

F. H. Brodek Technical Service Manager

HUDSON SPECIAL PRODUCTS

HUDSON AUTOMOBILES

NASH AUTOMOBILES

F.H.Brodek ctp



HUDSON AUTOMOBILES NASH AUTOMOBILES HUDSON SPECIAL PRODUCTS

AUTOMOTIVE TECHNICAL SERVICE

3280 SOUTH CLEMENT AVENUE MILWAUKEE 7 WISCONSIN KELVINATOR AND LEONARD APPLIANCES

HZ 55-9 HD 55-6

File Under: GROUP 13.000 WEATHER EYE-SPEEDOMETER INSTRUMENT PANEL

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS July 7, 1955

AIR CONDITIONING COMPRESSOR BRACE - 1955 V-8 SERIES

Compressor Brace, Part Number 3116385, became effective in production at car Serial Number Y-6448 to alleviate a vibration that may occur when the air conditioning is in operation,

The brace is installed with the large mounting hole of the brace to the tapped hole in the front side of the compressor cylinder head. Use screw, Part Number 3109944, and lockwasher, Part GM-120384.

The opposite end of the brace is attached with the bolt that retains the idler pulley or Power Steering Pump Bracket to the cylinder head.

Part Number 3146385 is available for installation on an individual basis as required.

Shipments are being made to all Field Warehouses.

Credit will be allowed for material at dealer net plus 10 per cent and labor at 65 percent of the Flat Rate Time listed below based on the Dealer Labor Multiple on record at each Zone.

<u>NUMBER</u>	<u>OPERATION</u>	<u>SERIES</u>	TIME
WE-220	INSTALL AIR CONDITIONING COMPRESSOR		
	BRACE, PART NUMBER 3146385	80	2 Hrs.

Very Truly yours,

F. H. Brodek Technical Service Manager

F. H. Brodek ctp



AUTOMOTIVE TECHNICAL SERVICE

3280 SOUTH CLEMENT AVENUE MILWAUKEE 7 WISCONSIN KELVINATOR ANDLEONARD APPLIANCES

HZ 55-11 HD 55-8

File Under: GROUP 13.000 WEATHER EYE-SPEEDOMETER-INSTRUMENT PANEL

September 12, 1955

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

EVAPORATOR COVER DRAIN TUBE AND SEALING ALL SEASON AIR CONDITIONING - 1955 "HORNET" AND "WASP" SERIES

Production has incorporated the following parts to alleviate the condition of moisture formed by condensation on the evaporator from dripping onto the floor mat.

This material is being made available for service and may be installed to correct owner complaints on an individual basis.

Evaporator Cover Upper Gasket, Part Number 3143397, is used in addition to Part Number 3146246, Seal.

Evaporator Cover Lower Gasket, Part Number 3146404, replaces Part Number 3143397 as a lower gasket.

Evaporator End Gaskets (2), Part Number 3146405, replace Part Number 3143396.

A larger diameter drain tube, Part Number 3147430, replaces the old type and includes an adaptor, Part Number 3147429, and a prestite washer, Part Number 4363633, which is installed on the flared portion of the adaptor.

The adaptor is installed into the drain hole in the evaporator cover in place of the original drain tube and retained in position with a stud type ratchet plate.

Enlarge the drain tube hole in the floor panel to accommodate the larger hose.

The following is the suggested flat rate covering the foregoing operations. Record in Flat Rate Schedule.

HUDSON AUTOMOBILES NASH AUTOMOBILES HUDSON SPECIAL PRODUCTS NOTE: Operation includes WE-83.

NUMBE	R OPERATION	SERIES	TIME
WE-222	EVAPORATOR COVER DRAIN TUBE AND SEALS -		
	R. & R	40-60-60	.8 Hr.

Yours very truly,

DeBroack

F. H. Brodek Technical Service Manager

ctp F.H.Brodek