

HUDSON OWNER MANUAL



*Operating, Maintenance and
Lubrication Instructions*

HUDSON MOTOR CAR COMPANY
Detroit, Michigan, U.S.A.

WARRANTY

"We warrant each new car manufactured by us to be free from defects in material and workmanship under normal use and service, our obligation under this warranty being limited to making good at our factory any part or parts thereof, including all equipment or trade accessories (except tires) supplied by the Car Manufacturer, which shall, within ninety (90) days after making delivery of such vehicle to the original purchaser, or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to us with transportation charges prepaid, and which our examination shall disclose to our satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied, and of all other obligations or liabilities on our part, and we neither assume nor authorize any other person to assume for us any other liability in connection with the sale of our vehicles. "This warranty shall not apply to any vehicle which shall have been repaired or altered by other than an Authorized Hudson Dealer in any way so as, in the judgment of the Manufacturer, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident."

HUDSON MOTOR CAR COMPANY

Detroit 14, Michigan, U.S.A.

The Hudson Motor Car Company reserves the right to make any changes in or improvements on its products without incurring any liability or obligation whatever, and without being required to make any corresponding changes or improvements on products theretofore manufactured or sold.

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W e l c o m e

Your selection of a new Hudson Motor car is gratifying to us and we are happy to welcome you to the ever growing family of Hudson owners.

We share in your pride of ownership and are sure you will derive the many miles of enjoyable service which you looked forward to when purchasing it. Your new Hudson has been skillfully engineered and built and naturally you will want to keep it trouble free and protect the investment in your purchase to the utmost.

With this thought in mind, we have prepared this Owner Manual which contains comprehensive information to assist in giving this fine automobile the care and attention it deserves. In its pages you will find many suggestions to acquaint you with its construction, operating features and maintenance requirements.

Take a few minutes to study this manual at your early convenience. It contains a wealth of information—just the things you will want to know. Place this manual in the locker box where it will be available for future reference.

HUDSON MOTOR CAR COMPANY
Service Department

INSTRUMENTS AND OPERATING CONTROLS

Arrangements and functions of the instruments and controls of your new Hudson have been planned for maximum convenience and comfort of the driver. As you should know all about the operation of the controls before driving your new car, we recommend that you read the following instructions carefully.

DOOR LOCKS AND KEYS

KEYS—Two sets of keys are furnished with each new car. The keys with the round handles fit the ignition and front door locks. The keys with the octagonal shaped handles fit the locker box door and rear compartment lock. All keys are numbered and these numbers should be registered on your Owner Identification Card as well as some other suitable place for reference should the keys become lost. New keys can be obtained from your Hudson Dealer only by key number.



Figure 1

TO UNLOCK CAR—To unlock door, insert key with round handle fully in the door lock cylinder and turn lock one-quarter turn to the left, return key to vertical position and remove.

To open door from outside—grasp door handle and press the door handle button with the heel of the hand or the thumb.

TO LOCK CAR — To lock car, close windows. With doors closed, push inside safety buttons (39, Figure 3) down on all doors except the front door from which you are leaving. Close the front door, insert key in lock and turn key one-quarter turn to the right until safety button is down. Turn key back to vertical position and remove key. Try pushing in on door handle push button to insure that door is locked.



Figure 2

CAUTION: Many cars are stolen because the ignition key was left in the ignition lock and cars were left unlocked. Make it a

practice to remove the keys if the car is to be left unattended even for a few minutes.

TO OPEN DOOR FROM INSIDE—Front Door—Rotate inside handle (43) by pulling it backward.

Rear Door—Rotate inside handle by pressing it down.

NOTE: The inside safety buttons (39) must be in the "UP" position before the doors can be opened by either the inside or outside handles. Door will not close if latch bolt has been moved upward from the lower end of curved slot in door. To return latch to lower end of slot, operate inside or outside handle with safety button in "UP" position.

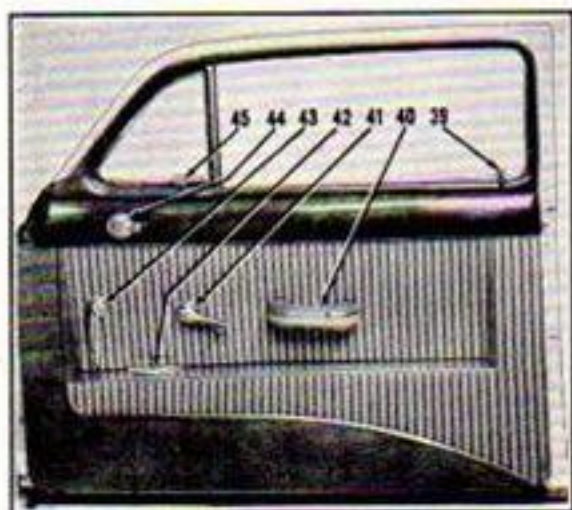


Figure 3

VENTILATOR WINGS—Friction Type-ventilator wing can be opened by pressing in the small button and turning the handle upward.

Crank Type-ventilator wing is opened by turning the crank handle to the left (counter-clockwise).

DOOR WINDOWS—The door windows are opened and closed by cranking the regulator handles.

QUARTER WINDOWS—The quarter windows on the Brougham and Coupe models are the crank type. Sedans (except Pacemaker and Wasp series) are of the friction ventilator wing type.

REAR COMPARTMENT

DOOR—To Unlock—insert key in lock and turn key one-quarter turn clockwise, Figure 4, while exerting slight downward pressure against the compartment door ornament.

To Lock — Remove key and close the door.



Figure 4

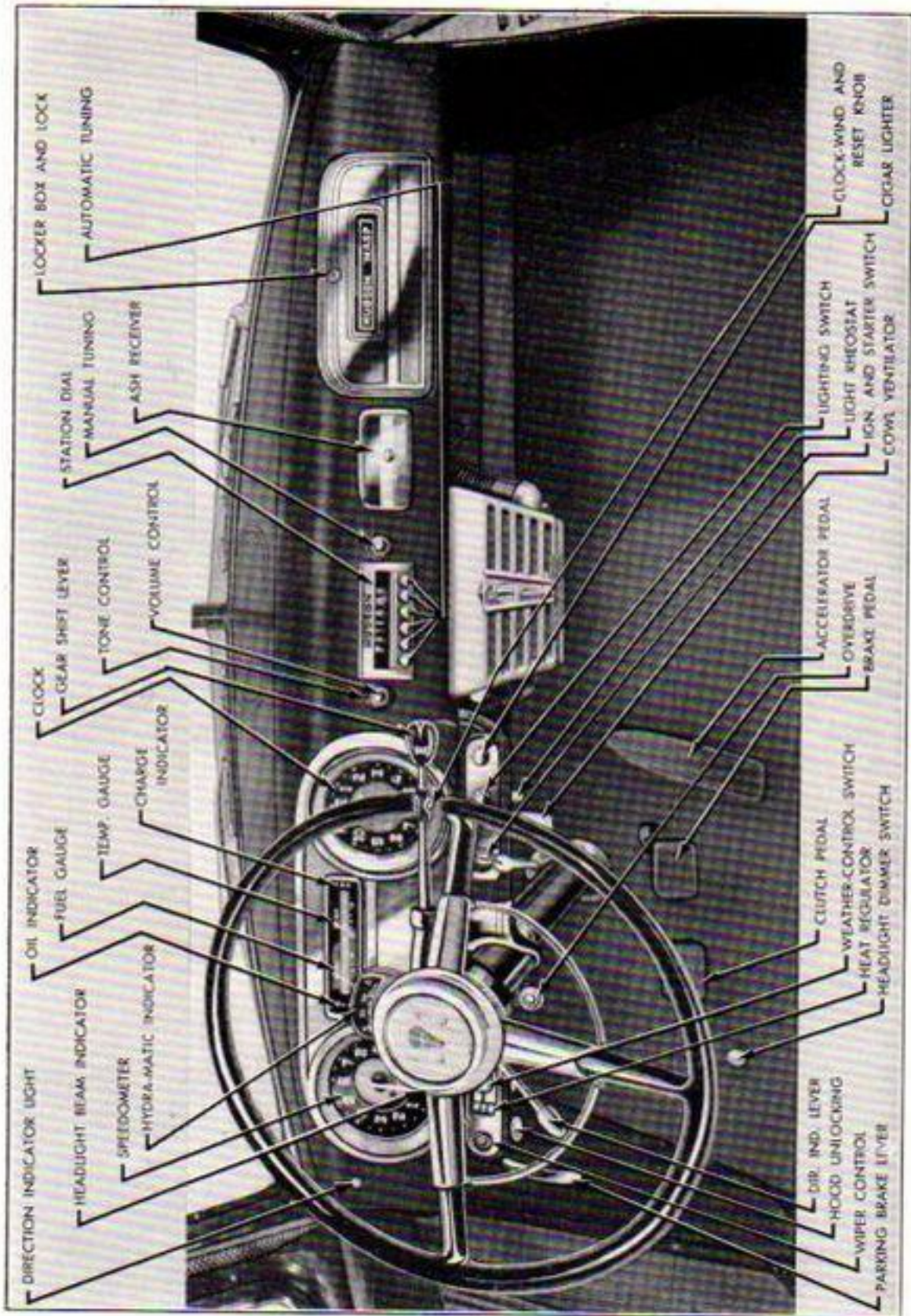


Figure 5

SEAT ADJUSTMENT—Raise the seat adjusting lever located on the left side of the front seat and exert slight body pressure either forward or backward to position the seat on the adjustable seat track for the desired driving position. Releasing the adjusting lever will lock the seat in position and prevent movement.

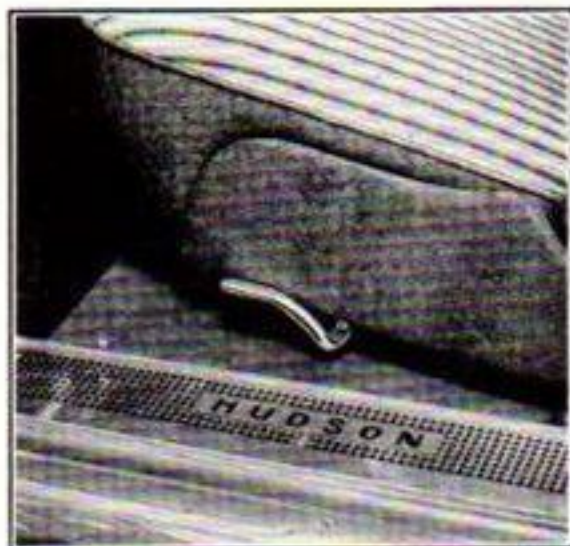


Figure 6

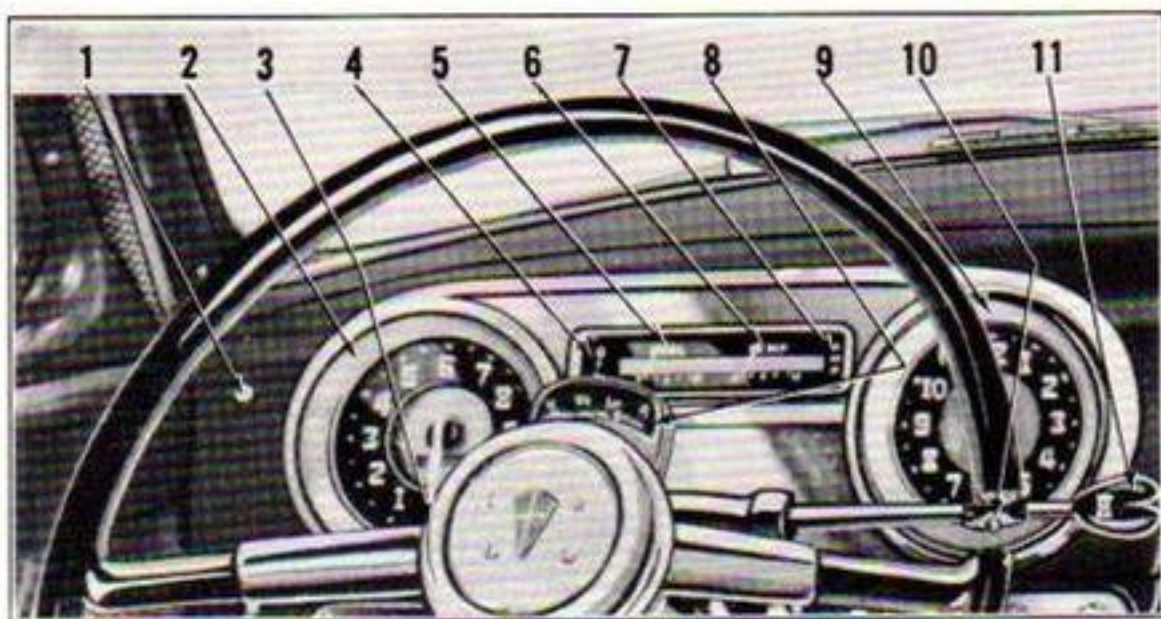


Figure 7

- (1) **DIRECTION INDICATOR LIGHT**—Light flashes when front and rear turn indicator signals are turned on.
- (2) **SPEEDOMETER**—The speedometer registers miles per hour and accumulated mileage.
- (3) **HEADLIGHT BEAM INDICATOR**—When the headlights are on the high beam, a small red light will show on the bottom of the speedometer dial just below the zero "O".
- (4) **OIL PRESSURE INDICATOR**—Red light appears when ignition is turned on and engine not running. If light remains lighted while engine is running, turn off ignition and determine cause.

blades. Turning the knob to the left is "OFF". When car is equipped with a windshield washer, pressing the button in the center of the knob supplies solution for washing the windshield.

(13) **DIRECTION INDICATOR LEVER**—Push lever upward for right turn and down for left turn. Direction indicator light on dash should flash when this lever is raised or lowered. The lever automatically returns to the "OFF" position when turn is completed. The lever can be moved to the "OFF" position manually.

(14) **IGNITION LOCK AND STARTER SWITCH**—Insert key and turn right (against slight spring pressure) to engage starter. When engine starts, release key which will then return to the running position. Turn key to center position to turn off ignition or remove key. Turn key to left position for accessories and gauges.

(15) **LIGHTING CONTROL SWITCH**—Rotating the control switch knob clockwise to the first position turns on the parking lights, hood ornament light, license lights, tail lights, instrument lights and illuminates the ignition switch. Moving the knob to the second position clockwise turns on the headlights, hood ornament light, license light, tail lights and instrument lights. Turning the knob to the extreme left turns off all lights.

(16) **CIGAR LIGHTER**—Press in to operate. Automatically pushes out when filament is hot. Do not hold in manually.

(17) **PARKING BRAKE LEVER**—Depress brake pedal while pulling the parking brake lever backward. Release by turning handle to right and pushing it down as far as it will go. Parking brake should be fully released before driving car.

(18) **HOOD UNLOCKING HANDLE**—Commodore and Hornet Models—Pull handle to release hood lock. Hood will raise slightly to the safety catch position. Release catch by reaching under the front grille louvre, pull the lever forward and raise the hood. To lock, lower hood and press down firmly on front end. Pacemaker and Wasp Models—Hood can be raised after reaching under front grille louvre and pulling lever forward.

(19) **WEATHER-CONTROL HEAT REGULATOR LEVER**—Move the lever to the right for higher temperature, to the left for lower temperature and to the extreme left, heat is entirely shut off. See "Hudson Weather-Control", Page 32.

(20) **WEATHER-CONTROL SWITCH**—This switch controls the operation of the weather-control fans for defrosting the windshield and circulates air in the car when car is not moving. Turning the knob to the right to the first position provides high speed and the second position low speed operation of the defrosting fans. Extreme left position shuts off fans. See "Hudson Weather-Control", Page 32.

(28) **WEATHER-CONTROL KNOB** — Moving knob up or down controls the amount of air directed on the driver's feet.

(29) **RADIO TONE CONTROL RING** — Turning to right brings out the high notes and to left emphasizes the bass notes. See Radio Owner's Manual.

(30) **RADIO ON AND OFF AND VOLUME CONTROL KNOB** — Off in extreme left position. Turning knob to right turns on radio and regulates volume.

(31) **RADIO AUTOMATIC TUNING BUTTONS** — Press in button for automatic tuning of station desired.

(32) **RADIO STATION DIAL** — Indicates station frequency.

(33) **RADIO MANUAL TUNING KNOB** — Turn knob to tune in stations manually.

(34) **ASH RECEIVER** — Sliding drawer type—pulls out.

(35) **LOCKER BOX AND LOCK** — Press in on lock to open door. Locks by turning key one-quarter turn to left.

(36) **DOME LIGHT SWITCH** — Sliding switch operates front dome light. Rear compartment dome lights operated by sliding switch on right door pillar.

(37) **RADIO ANTENNA OPERATING KNOB** — To raise antenna, press in knob slightly and turn to right or left one-half turn. To extend antenna, turn knob one-quarter turn, pull out inner or telescopic section of antenna and turn knob until antenna is in upright position.

(38) **REAR VIEW MIRROR** — Inside rear view mirror can be adjusted by tilting.

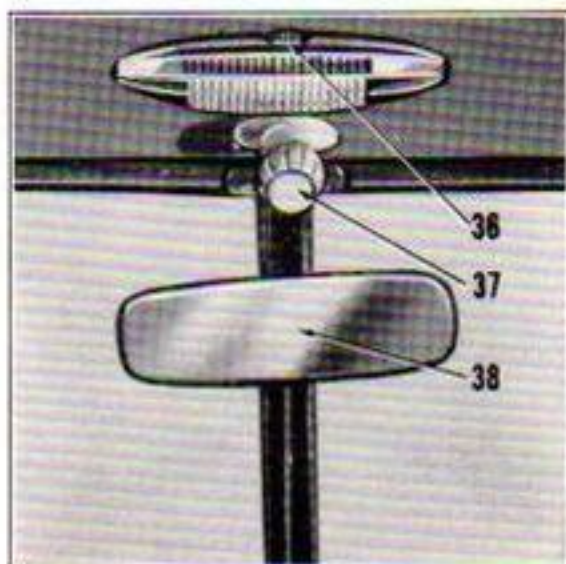


Figure 10

DRIVING THE CAR

BREAKING IN YOUR NEW CAR

When starting with a cold engine, always keep the speed near 30 miles per hour until the engine reaches normal operating temperature. This is good practice at any time but especially necessary when the engine is new and the moving parts not worn in. For the first 250 miles

keep the speed under 40 and drive as little as possible, under 25. Between 250 miles and 500 miles the top limit may be increased to 50 and between 500 and 1000 miles, to 60 miles per hour.

At least a third of the mileage of each period should be driven at or near the maximum speed recommended. Do not drive at constant speed for any length of time but vary the speed within the recommended limits. At no time during the first 1000 miles should the throttle be opened fully for quick acceleration or hill climbing.

The first 1000 miles are very important to your new engine and a little care during this time will pay off in added economy throughout a longer life.

After the first 500 miles of driving, return your car to your Dealer to have the oil changed as it is good practice to have fresh clean oil in the engine before starting to drive at the increased speeds permissible during the second 500 miles of the break-in.

CARBON MONOXIDE GAS

Carbon monoxide, a deadly, colorless, odorless gas is always present in the exhaust of the internal combustion engine. Garage doors should always be open when starting or running the engine.

STARTING THE ENGINE

1. Depress brake pedal and set the hand brake.
2. Place gear shift lever in neutral position.

NOTE: On cars equipped with *Hydra-Matic Drive*, the engine will not start unless the selector lever is in the neutral "N" position.

3. Depress clutch pedal fully.
4. If engine is cold, depress the accelerator pedal at least one-half way and release pedal fully.
5. Turn ignition key to the extreme right (cranking position) to engage the starter. When engine starts, release key which will return automatically to the running position.

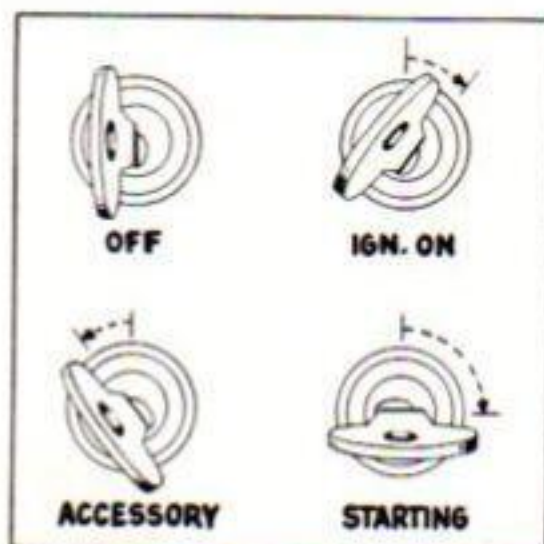


Figure 11

NOTE: Do not pump the accelerator pedal as this will result in flooding. If the engine has been flooded, depress the accelerator pedal fully and hold, while cranking, until engine starts.

6. After the engine has started, it will run at high idle speed for warm up. When the engine is warm, a slight depression and release of the accelerator pedal will permit the throttle to return to the normal idle.
7. *Allow the engine some warm-up time before driving the car. DO NOT race the engine.*

EMERGENCY STARTING—To start the engine by towing or pushing, on cars equipped with manual shift transmission, place gear shift lever in high position. For cars equipped with Overdrive, pull Overdrive Control Knob all the way out and place gear shift lever in high position. For Hydra-Matic equipped cars see instructions on page 13.

TO START CAR

After the engine has been started, depress the clutch pedal fully, raise the gear shift lever and move it forward for reverse gear or rearward for low gear. After car is moving in forward speed, depress clutch pedal, move gear shift lever to neutral, then depress and slide the lever forward for second gear and rearward for high gear.

When climbing a hill it is better to shift back to second or first speed depending on the grade. In this way you will not force the engine to labor.

When descending a steep grade, the engine should be used to assist the brakes by shifting to second or low gears.

If the car is equipped with Overdrive or Hydra-Matic Drive, follow Special Operating Instructions on Pages 13 and 14.

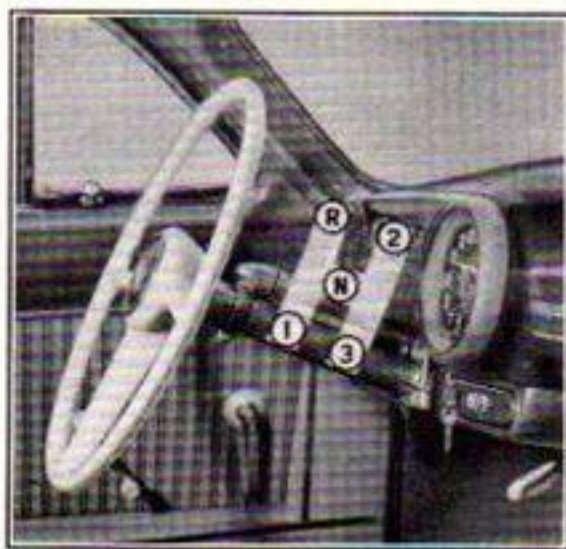


Figure 12

HYDRA-MATIC DRIVE

The Hudson with Hydra-Matic Drive provides four forward speeds with automatic shifting of gears in all speeds.

Control is by the selector lever located below the steering wheel which is used to select the two forward speed ranges, neutral and reverse. These positions are shown on the indicator dial at the top of the steering column and the pointer on the selector lever clearly shows which range the control is in. The four positions and their markings are as follows:

- N—Neutral
- DR—Driving Range — For all normal forward driving.
- LO—Low Range — When maximum power is required as when pulling in sand and up steep grades. Also used as a brake when descending steep grades.
- R—Reverse — (Selector lever must be raised slightly when entering the reverse position.)



Figure 13

STARTING THE ENGINE

Apply hand brake. Place selector lever in the neutral (N) position before starting the engine. Unless this is done, the engine cannot be started as a safety provision prevents the starter from cranking the engine while the transmission is in gear.

PUSHING OR TOWING TO START ENGINE

Should it become necessary to start the engine by pushing or towing the car, this can be done by moving the car with the selector lever in the "N" or neutral position until a speed of approximately 20 miles per hour is reached. Then move the selector lever to the "DR" range position (never to "LO") and the engine will turn over. The possibility of damage due to sudden acceleration after the engine starts is avoided if the car is pushed instead of towed. Do not tow or push the car faster than 25 miles per hour. If for any reason, the car has to be towed or pushed at higher speeds or if the transmission has not been operating properly, the propeller shaft must first be disconnected at the rear universal joint.

NORMAL DRIVING

After the engine has started, move the selector lever to the "DR" position for normal forward driving. When the accelerator pedal is depressed and the engine speed increased above idling, the car will move forward. Shifting through all forward speeds is done automatically as the car speed increases. The car speeds at which shifts will be made depend upon the amount of depression of the accelerator pedal. When accelerating rapidly, the shifts occur at higher speeds than when accelerating slowly.

STOPPING THE CAR

To stop the car, simply release pressure on the accelerator pedal leaving the selector lever in the "DR" position. This allows the engine to remain "in gear" and helps to slow down the car. Apply the brakes in the usual manner.

CAUTION: *Never leave the car with the engine running unless the selector lever is in the neutral or "N" position and the parking brake fully applied. This prevents the car from starting if the accelerator pedal is accidentally depressed.*

PASSING

For quick acceleration when passing or climbing grades, Hydra-Matic Drive automatically down shifts from 4th to 3rd gear when the accelerator pedal is pressed all the way to the floor. This feature is effective only at car speeds up to 60 miles per hour. Letting up again on the accelerator pedal automatically returns the transmission to fourth speed.

LO RANGE

In the low range ("LO") position, the transmission operates only in first and second speeds and will not change to third and fourth regardless of engine speed. This provides maximum engine power for climbing steep grades and pulling through deep sand, as well as increased engine braking for descending steep grades. The change from "DR" to "LO" range can be made at any speed below 48 miles per hour on dry pavements. Do Not shift down to the "LO" position on wet or slippery roads due to the possibility of skidding.

REVERSE

With the car standing, selector lever in "N" (Neutral), start the engine and while holding the car stationary with the foot brake, raise the selector lever toward the steering wheel and move it to the "R" (Reverse) position.

It is not necessary to come to a complete stop before shifting to reverse, however, the selector lever cannot be moved to the "R" (Reverse) position at speeds above 10 miles per hour.

NOTE: *If the car is stuck in deep snow, mud or sand, it can be rocked backward and forward by moving the selector lever back and forth quickly from the "R" (Reverse) position to the "LO" (Low) position.*

PARKING

Turn the front wheels toward the curb, depress foot brake while applying the hand brake. For additional safety while parking, move

the selector lever to the "R" position. This will permit "in gear" parking.

IMPORTANT: When using "in gear" parking on an incline, hold the car with the foot brake for a few seconds after the engine is stopped, to permit proper engagement of transmission parts.

HOLDING CAR ON GRADES

By slightly depressing the accelerator pedal with the selector lever in the "DR" position, it is possible to hold the car from moving backward when stopping on slight upgrades. This practice, however, is not recommended on steep grades or for an extended length of time.

TRANSMISSION OVERDRIVE

OPERATION

Push in the Overdrive control knob at any car speed. Release the accelerator pedal momentarily at any speed above 22 miles per hour and the shift to Overdrive is completed.

When slowing down the shift will be made back to high gear automatically at 18 miles per hour.

If it is desired to revert to high gear above 18 miles per hour for rapid acceleration, depress the accelerator pedal fully. When the desired car speed is reached release the accelerator pedal and Overdrive will again become engaged.

When Overdrive and free-wheeling is not desired, as in heavy traffic, on icy or slippery pavements or on steep grades, simply pull the Overdrive control knob out while the car is standing or moving at less than 18 miles per hour. If a clicking sound is heard after pulling the knob out, depress the accelerator pedal slightly to bring the engine speed up to the car speed and the shift will be completed.

When driving at speeds above 22 miles per hour it is necessary to depress the accelerator pedal fully to revert to direct drive and then pull out the control knob.

MOUNTAIN DRIVING

If steep grades are anticipated it is recommended that the Overdrive be locked out, both for better hill climbing while ascending and more braking effect from the engine while descending.

NOTE: If additional braking is needed, shift gear shift lever to second or low gear.

PUSHING OR TOWING

Before starting engine by pushing or towing on cars with Overdrive, pull Overdrive Control Knob all the way out.

FUEL ECONOMY

The engine of your Hudson car is designed to give good performance and economy with regular grades of gasoline.

Premium grades of fuel, which have a higher octane rating, permit the use of a more advanced spark timing without knock of "pinging". This will result in improved performance and economy, however, these extra advantages cannot be obtained from this type of fuel unless the spark timing is advanced. Avoid the use of fuels which tend to gum up quickly as they materially affect the operation of the engine.

There are many factors that affect gasoline mileage, such as car speed, road conditions, wind velocity, temperature changes, heavy traffic and frequent stops. All of these conditions have a direct bearing on the gasoline mileage your car can give.

Here are a few suggestions to improve your gas mileage:

1. Warm up the engine by letting it idle for a few minutes when starting. (Especially important in cold weather.)
2. Accelerate slowly and avoid racing the engine.
3. Do not drive in low or second speed gears unnecessarily.
4. By maintaining as nearly a steady speed as possible in traffic, you will do less gear shifting and apply brakes less frequently.
5. Avoid sudden and unnecessary stops. Allow engine to slow down car.
6. Keep tires inflated to the recommended pressure.
7. Do not idle the engine longer than necessary. Turn off the ignition while waiting at the curb or when delayed at railroad crossings.
8. Use engine oil of the proper viscosity.
9. Keep your car properly lubricated.
10. Have the engine of your car tuned by an Authorized Hudson Dealer each 5,000 miles. He will check its operation and make any necessary adjustments, including ignition timing, contact points, spark plugs, valve adjustment and other important details which have a direct bearing on operating economy.

CARBURETOR AIR CLEANERS

THE OIL WETTED type air cleaner is used as standard equipment on all models. In this type cleaner, the wire gauze is oil-soaked and as the air passes through it, foreign particles are removed.

At periods of 2,000 miles, or oftener if local conditions warrant, the filter unit should be taken out

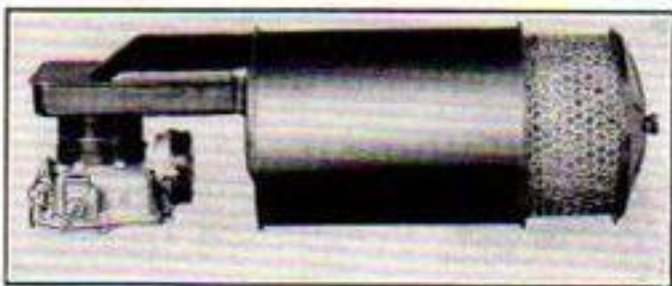


Figure 14

by removing wing nut and lifting off cover. Remove old oil and dirt by dipping it in kerosene. Blow it dry and re-oil by dipping in engine oil, using the same grade as used in the engine. Permit excess oil to drain off and reinstall unit in cleaner.

The OIL BATH air cleaner is available as an option or may be installed by your Authorized Hudson Dealer. In this unit, dirt is washed out of the air by the oil spray created as the incoming air strikes the oil in the sump.

The oil bath type air cleaners should be serviced at 2,000 mile intervals or more frequently during severe dust conditions as follows:

SIX CYLINDER ENGINE AIR CLEANERS

1. Loosen long clamp screw at base, lift up and take off cleaner.
2. Remove wing nut at top of cleaner, take out upper section and wash filter element in gasoline. Do not oil.
3. Remove old oil, wash out cleaner base and refill to level indicated with one pint of S.A.E. 50 oil at temperatures above 32 degrees and S.A.E. 20 oil at temperatures below 32 degrees.

CAUTION: Do not fill above level mark.

4. Install upper section of cleaner and tighten wing nut.
5. Install cleaner on carburetor horn and turn clamping screw up moderately tight to avoid distorting air horn.



Figure 15

EIGHT CYLINDER ENGINE AIR CLEANERS

1. Unscrew and remove wing bolt at top of cleaner, and remove lower section of cleaner.
2. Lift out filter element, clean in gasoline and drain.
3. Remove old oil, wash out base and refill to level indicated with one pint of new oil of the following body: S.A.E. 50 oil at temperature above 32 degrees and S.A.E. 20 oil at temperature below 32 degrees.



Figure 16

ities. Accurate pressure checks can be made only when the tires are cold (after car has been standing several hours).

Correct tire pressures are:

Size	Front	Rear
7.10 x 15	26 pounds cold	24 pounds cold
7.60 x 15	26 pounds cold	24 pounds cold

Too much pressure will cause tires to wear too fast in the center of the tread and makes it easier to break or bruise. Under inflation will cause rapid wear of the outer edges of the tread and increases rolling resistance of the car.

Air pressure of all tires, including the spare should be checked at least once a week. On long trips or if the car is driven extensively, they should be checked every morning before starting out. The normal increase in pressures due to high temperature will build-up to about five pounds above "cold" pressure. Never reduce (bleed) built-up pressure in a tire. The tire is designed to protect itself by building up a safe pressure of a few pounds after it is run. This avoids excessive sidewall flexing and heat—both of which are detrimental to a tire.

Avoid curb scraping, maintain correct tire inflation pressures. Avoid excessive speeds on curves, unnecessary braking and spinning of the wheels on fast starts.

The tire valve caps should be finger tight to prevent loss of air and to prevent dirt getting into the valve. Replace missing valve caps promptly.

ROTATION OF TIRES

Tires should be rotated every 2500 to 3000 miles; they will last much longer. Have your Hudson Dealer rotate the tires at regular intervals, and add many miles of tire life.

To avoid having more than one wheel jacked up at a time, always start by installing the spare wheel and tire first, then follow through as shown in Figure 19.

TIRE AND WHEEL BALANCE

Proper tire and wheel balance is essential to prevent undue tire wear and high speed wheel tramp, both of which contribute to poor handling, certain riding discomforts and excessive wear of front end parts.

Although tires and wheels are balanced when they leave the factory, subsequent tire wear causes them to go out of balance. To maintain

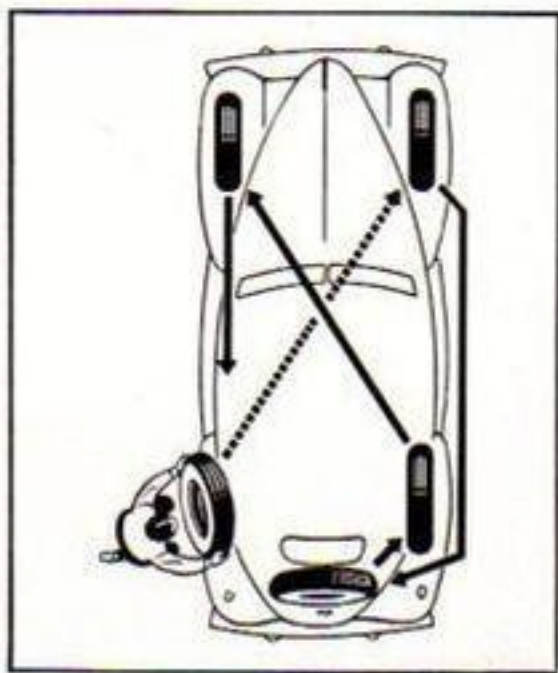


Figure 19

proper balance and assist in prolonging tire life, it is recommended that the wheel and tire assemblies be checked for balance every 2500 miles and whenever a tire is repaired or recapped. Your Authorized Hudson Dealer has the necessary equipment to perform this work.



Figure 20

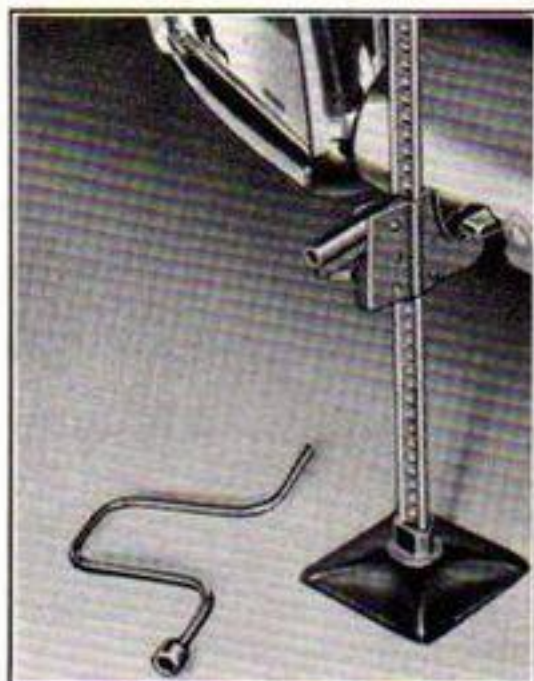


Figure 21

CHANGING THE WHEEL AND TIRE

Remove the spare tire and wheel from the rear compartment by taking out the clamp bolt and plate, using the wheel hub bolt wrench.

Set the parking brake securely and block the wheel opposite the one being changed to prevent any movement of the car. Set the jack base on a level and solid footing and engage the lifting lug of the jack in the socket of the frame pad as shown in Figures 21 and 22. The small lever located at the left side of the jack should be up when raising the car and down when lowering the car. Use the wheel bolt wrench to operate the jack.

When removing a rear wheel, take off the wheel cover, by raising up the loop at each end until it is clear of its hook as shown in Figure 23.

Before raising the car, remove the hub cap with a screw driver and loosen the hub bolts one turn using the wheel bolt wrench.

Raise the car, turn wheel until pilot stud is at top, remove all

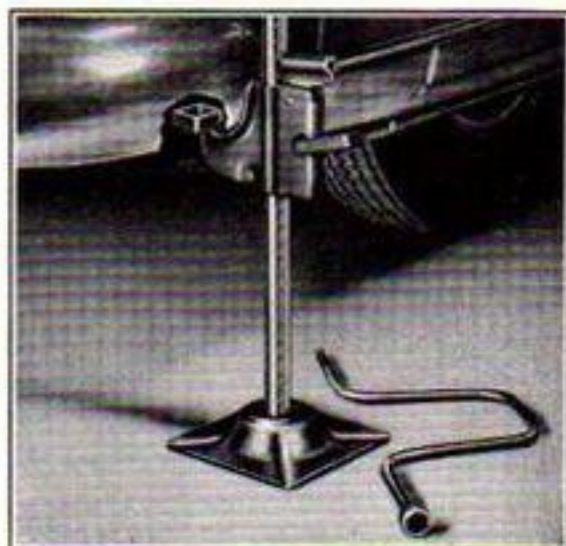


Figure 22

wheel hub bolts and wheel and tire.

Install wheel with pilot stud in the top position, then slide the wheel onto the hub using the pilot stud as a guide. Install and tighten wheel bolts finger tight then lower car so that the tire just contacts the road surface. This will keep the wheel from turning during final tightening with the wheel hub bolt wrench. After tightening the hub bolts, replace hub cap, lower car and place spare tire in rear compartment.

COOLING SYSTEM

RADIATOR CAP — All models are equipped with a pressure type radiator filler cap which is designed to maintain a slight pressure in the cooling system. This cap should be in place and always turned down tightly to maintain correct pressure.

CAUTION: When removing the filler cap while the engine is hot, place a piece of cloth over the cap and turn the cap $\frac{1}{4}$ turn counter-clockwise until the stop is reached. Keep the cap in this position until all pressure is released, then turn the cap fully to the left (counter-clockwise) and remove.

DRAINING — To drain the radiator, raise the hood, turn the handle of the drain cock located at the lower right rear corner of the radiator, counter-clockwise. To completely drain the cooling system, also remove the pipe plug located at the left rear corner of the cylinder block.

NOTE: If it is necessary to save the coolant when draining, place a piece of hose over the drain cock and the loose end of the hose in a container.

FILLING — Proper care of the cooling system is highly essential to maintain efficient engine operation. Rust and scale in the cylinder block is a natural product of water and iron. When filling the cooling system, use clean water and Hudson Rust and Corrosion Inhibitor. Never pour cold water or anti-freeze into the radiator when the engine is overheated. Always allow engine to cool to normal operating temperature.

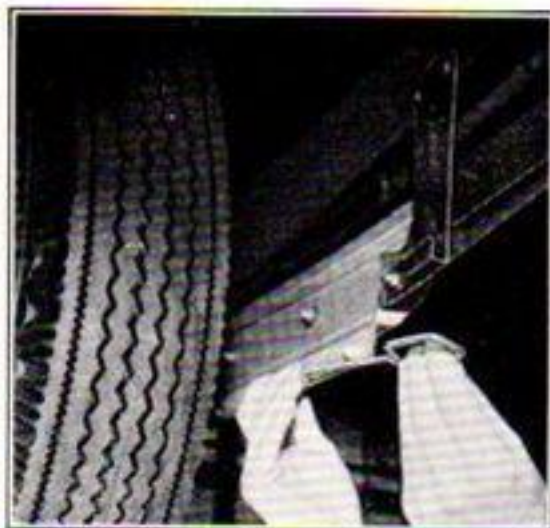


Figure 23



Figure 24

In the fall before adding anti-freeze and in the spring after draining, the use of Hudson Rust and Corrosion Inhibitor (omit if anti-freeze contains an inhibitor) will assist in a great measure to prevent corrosion and scale which tend to clog the passages. The cooling system capacity is 18½ quarts. Cars equipped with Weather-Control require one additional quart. Maintain coolant level 1½" below top of filler neck, measured when hot.

ANTI-FREEZE—Always drain and flush the cooling system to insure unrestricted circulation before installing anti-freeze. Also carefully check all hoses and gaskets for leaks or signs of deterioration.

Do not use anti-freeze solution containing calcium, salt, or other ingredients which promote electrolytic action. Glucose and honey clog the radiator; kerosene and fuel oil when hot, expel inflammable vapors. *DO NOT mix permanent and alcohol base anti-freeze solution.* Hudson Approved Anti-Freeze is available in both types.

Have the coolant solution tested frequently to avoid a freeze-up. In climates where anti-freeze solutions are not required, flush the cooling system at least twice a year and add Hudson Rust and Corrosion Inhibitor everytime the cooling system is drained and refilled.

Protection Temperature	Hudson Anti-Freeze Qts.	Methanol Qts.	Ethylene Glycol (Prestone or Equivalent) Qts.
+10	5	4	4¾
0	6¾	5¼	6¼
-10	8	6¼	7
-20	9	7¼	8
-30	11	8¼	9

FAN BELT

The fan belt is of the "V" type and drives the water pump and generator through the vibration dampener pulley.

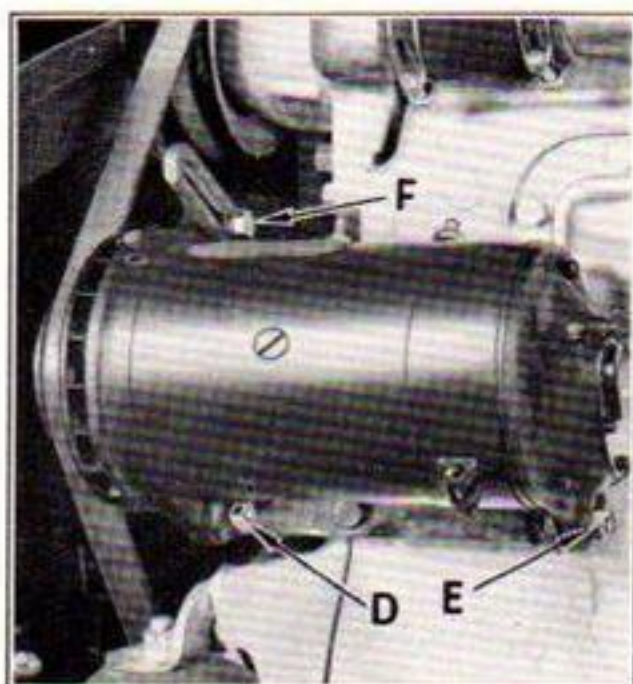


Figure 25

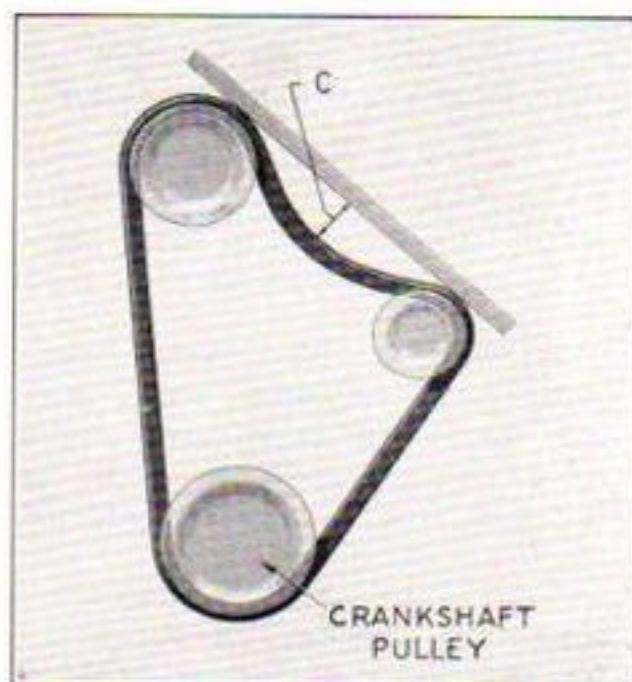


Figure 26

The belt is adjustable by means of a swinging generator mounting. Moving the generator away from the engine increases the belt tension, while moving it towards the engine decreases its tension. Belt adjustment is correct when it is possible to depress the belt approximately $\frac{3}{4}$ ", as shown at "C" in the illustration.

Adjustment is made by loosening cap screws and nuts (D), (E) and (F). When proper position has been obtained, be sure to tighten screws and nuts securely.

ELECTRICAL SYSTEM

BATTERY — The battery is located in the front left corner of the engine compartment and is held in its carrier by a metal frame and holddown bolts. It is easily accessible for servicing by raising the hood.

The service you receive from your battery depends on the care it is given. The battery should be kept clean and dry. Keep terminal connections tight and free from corrosion. Be sure the battery is properly secured in the carrier. If corrosion is present around the terminals, wash the affected parts with a baking soda solution and then rinse off with clean water.



Figure 27

Low water level causes the plates to dry out resulting in premature battery failure. Keep the cells filled to the square by adding distilled water. Check level at least once a week. Have your battery checked at frequent intervals by your Hudson Dealer to insure best performance.

NOTE: Winter driving conditions create a heavier demand on the battery. When adding water in cold weather, do so immediately before driving the car or run the engine for a short time to insure that the water mixes properly with the battery solution. Unless this precaution is taken, freezing of the battery may result.

CAUTION: Storage batteries emit hydrogen gas which is highly inflammable during and after normal operation of the car. To prevent the possibility of fire or explosion, never permit an electric spark or open flame near the battery.

HEADLAMPS—Hudson cars use "Sealed Beam" headlamps. In the event the unit burns out or is accidentally damaged, the entire sealed unit can be easily removed as follows:

1. Remove the headlamp rim by taking out the three attaching screws.
2. Take out three screws (B) and (D) and remove the retaining ring. DO NOT disturb the aiming screws (A) and (C).
3. Remove the "Sealed Beam" unit by removing headlamp plug.
4. Install a new unit in reverse order of removal.

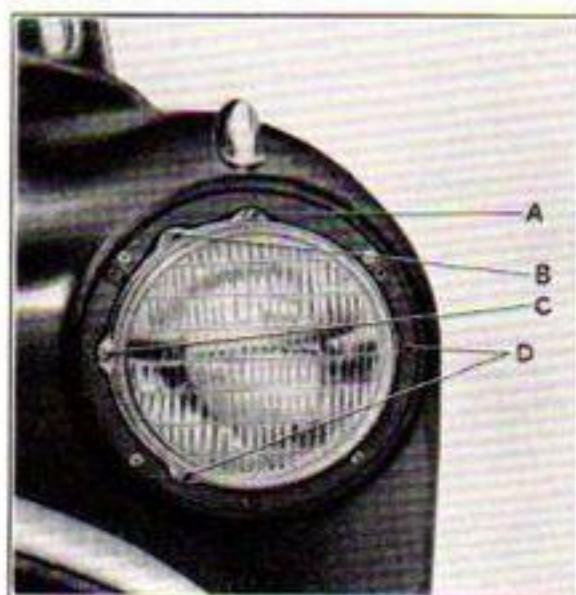


Figure 28

HEADLAMP AIMING—To obtain the maximum results in road illumination and the safety that has been built into the headlighting equipment, the headlamps must be properly aimed. Have them checked periodically by your Hudson Dealer.

LAMP BULB CHART

	Mazda No.	Candle Power	Base
Headlight (Sealed Beam Type)	4030	45/35W	3 Prong
Ornament Light	55	2	Single
Parking Light with Direction Indicator	1154	21/3	Double
Tail and Stop Light	1154	21/3	Double
License Light	63	3	Single
Dome Light — Front	87	15	Single
Rear Quarter Lights (2)	81	6	Single
Clock	55	2	Single
Speedometer	55	2	Single
Instrument Cluster	55	2	Single
Direction Indicator	55	2	Single
Radio	44	2	Single
Hydra-Matic Shift Indicator	51	1	Single
Headlight Beam Indicator	55	2	Single
Ignition Lock	55	2	Single
Courtesy Light	87	15	Single
Fog Light — Sealed Beam	4015A	Sealed	3 Prong
Spot Light — Sealed Beam	4535	Sealed	3 Prong
Parking Light	63	3	Single
Generator and Oil Indicator	55	2	Single

CIRCUIT BREAKERS AND FUSES—A circuit breaker incorporated in the lighting switch and an auxiliary circuit breaker mounted on the instrument panel brace protects the lighting and other circuits against damage in the event of a short or other derangement in the

Unintentionally striking the curb a severe blow when turning, parking, or skidding may not cause enough damage to make it visible to the eye, but will be reflected in the handling of the car at high speeds or in abnormal tire wear.

Accurate gauges and carefully calibrated equipment are necessary to check and correct alignment. Therefore, it is suggested that any service requirements be referred to your Authorized Hudson Dealer who is best qualified to do this type of work.

LUBRICATION

The varying load demands and operating conditions which the various parts are subjected to calls for different types of lubricants to minimize friction and reduce wear.

Your Authorized Hudson Dealer has the correct factory lubrication instructions and his trained mechanics are your assurance that your Hudson car will be properly and carefully lubricated.

Additional information regarding lubrication requirements are given in the Lubrication Chart attached to the back cover of this manual.

ENGINE OIL

Select oils from the well-known brands and of the proper viscosity to suit your seasonal and driving requirements.

The oil refiners or marketers supplying oils are responsible for the quality of their product and their reputation is the car owner's assurance of receiving high-grade lubricants.

It is most important that the oil should have the ability to flow at low temperatures to permit easy starting and at the same time, afford adequate lubrication when the engine is at normal operating temperatures. The oil selected should be based on its ability to perform these two functions at the lowest anticipated temperatures expected before the next oil change period. The following table will be helpful in making this selection.

FOR	USE
90° Average Temperature	S.A.E. 30
32° Minimum Temperature	S.A.E. 20
10° Minimum Temperature	20W
-10° Minimum Temperature	10W
Below -10° Temperature, 5W. or 10W. plus 10% Kerosene	

Your Authorized Hudson Dealer, who has had long experience with the brands of oil available in your locality, will be glad to help you with your lubrication problems.

ENGINE OIL LEVEL—The level should be checked each time you purchase gasoline. The oil level gauge is located on the left side of the engine.

For normal operation, the oil level is satisfactory when it is within the "Oil Level Range". For high speed operation, the level should be maintained near the full mark. (Top line on the "Oil Level Range").

To make an accurate check, it is best to wait a minute or two after shutting off the engine to permit the oil to drain back into the reservoir (oil pan). Oil is added through the oil filler opening by removing the filler cap.

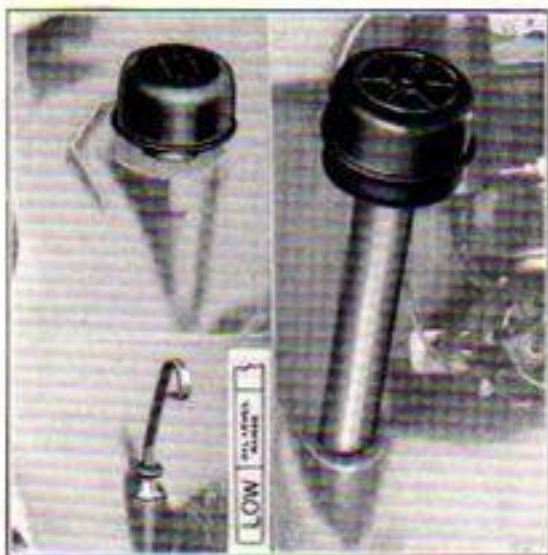


Figure 29

WHEN TO CHANGE ENGINE OIL—The oil which is placed in the engine at the factory should be drained and replaced after the first 500 miles of operation.

Thereafter, at intervals of 2,000 miles, the reservoir should be drained and refilled with new oil of good quality. If the car is operated constantly in dusty areas or for short distances at low speeds during cold weather, which permits foreign matter and sludge to accumulate, it should be changed more frequently. However, the actual change period is largely dependent on the individual driving circumstances.

NOTE: Darkening or discoloration of oil does not always mean that it is unsatisfactory. But evidence of dilution or dirt is a good indication that the oil should be changed and the filter cartridge should be replaced.

CAUTION: The use of flushing oil or compounds is not recommended. However, in the event they are used, it will be necessary to remove the oil reservoir and have it thoroughly cleaned out before installing new oil.

ENGINE OIL CAPACITIES—The total engine oil capacity is 7½ quarts for six cylinder and 8 quarts for eight cylinder engines. When the oil is drained in the conventional manner, the refilling quantity is 7 quarts for both six and eight cylinder engines.

Approximately three and one-half quarts of oil are required to bring the level from the "Low" to "Full" mark in both the six and eight cylinder engines.

BREAK-IN OIL—Should the use of so called "break-in" oils or special compounds for breaking in new engines be decided upon, make sure the supplier guarantees that they contain no harmful ingredients.

LUBRICATION SCHEDULE

The lubricants placed in your car at the time of assembly are of the best quality and need not be changed until the recommended change period shown in the Lubrication Schedule has been reached.

AT 500 MILES

Drain engine oil reservoir and refill with new oil of good quality. See "Engine Oil"—Page 27.

EVERY 1,000 MILES

VISCIOUS CHASSIS LUBRICANT

Drag Link	2	Center Steering Arm Pivot Bearing	1
Upper Support Arm Eccentric Bushing	2	Tie Rod End	4
Upper Support Arm Pivot Bushing	4	Steering Spindle Pivot Pins	2
Lower Support Arm Pivot Bushing	4	Gear Shift Bell Crank Pivot	1
Lower Support Arm Support Bushing	2	Clutch Pedal Bearing	1
		Clutch Throwout Bearing	1
		Universal Joint Splines	1
		Rear Spring Shackle Bushing	4

ENGINE OIL

Engine	Check Oil Level	Rear Compartment Door Lock	1
Door Handle Button	2 or 4	Hood Hinges	8
Door Hinge	4 or 8	Windshield Wiper Pulleys	4
Gasoline Tank Filler Door Hinge and Spring	3		

WATER RESISTANT LUBRICANT

Windshield Cables at Pulleys	4	Rear Compartment Door Latch and Striker	1
Door Check Arms	2 or 4	Hood Prop	2
Courtesy Light Switch	2 or 4	Hood Upper Lock	1
Door Lock Bolt and Slide	2 or 4	Hood Lower Lock	1
Door Striker	2 or 4	Hood Lower Lock and Control Wire	2
Rear Compartment Door Hinge	2		

E. P. GEAR LUBRICANT — S.A.E. 80 WINTER, S.A.E. 90 SUMMER

Transmission	Check Level	Steering Gear	Check Level
Overdrive	Check Level		

HYDRA-MATIC DRIVE FLUID

Hydra-Matic Drive Transmission	Check Level
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MULTI-PURPOSE GEAR LUBRICANT — S.A.E. 90

Rear Axle	Check Level
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GEAR OIL — S.A.E. 140

Universal Joint Needle Rollers	3 Points
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DISTILLED WATER

Check Battery Electrolyte Level and Gravity.

WATER OR ANTI-FREEZE

Check Coolant Level and Anti-Freeze Strength.

HUDSON HYDRAULIC BRAKE FLUID

Check Brake Master Cylinder Fluid Level.

EVERY 2,000 MILES

Perform operations included in 1,000 mile lubrication, in addition to the following:

ENGINE OIL

Engine—Drain Oil Reservoir and refill. See "Engine Oil", Page 27.	Air Cleaner—Oil Bath— Remove, wash and add new oil.
Generator _____ 2 Points	Oil Filler Pipe Cap—Wash and Re-oil.
Distributor _____ 4 Points	Throttle Operating Linkage All Joints
Air Cleaner—Standard—Wash and re-oil.	Brake Operating Linkage All Joints

EVERY 5,000 MILES

Perform operations included in 1,000 and 2,000 mile lubrications, in addition to the following:

Oil Filter _____ Clean and Renew Cartridge

HUDSONITE CLUTCH COMPOUND

Clutch _____ Drain and Refill

E. P. GEAR LUBRICANT — S.A.E. 80 WINTER, S.A.E. 90 SUMMER

Transmission _____ Drain and Refill Overdrive _____ Drain and Refill

VISCOUS CHASSIS LUBRICANT

Brake Cables _____ Clean and Lubricate

EVERY 10,000 MILES

Perform operations included in 1,000 mile, 2,000 mile and 5,000 mile lubrications, in addition to the following:

MULTI PURPOSE GEAR LUBRICANT — S.A.E. 90

Rear Axle _____ Drain and Refill

IMPORTANT: When checking the level of the lubricant in the rear axle and transmission, make sure that the lubricant has stopped foaming. If the car has been run for a considerable length of time, it should be permitted to stand long enough to allow the oil to reach the true level before checking.

SODIUM SOAP BASE LUBRICANT

Front Wheel Bearings _____	Remove, Clean and Repack
Rear Wheel Bearings _____	Remove, Clean and Repack

EVERY 25,000 MILES**HYDRA-MATIC DRIVE FLUID**

Hydra-Matic Drive Transmission _____ Drain and Refill

CONVERTIBLE BROUGHAM TOP

Figure 30

Power operation of the top is controlled by a knob located under the instrument panel to the right of the steering column.

TO LOWER TOP:

CAUTION: *Never lower or raise the top while car is in motion.*

1. Stop car. Turn radio antenna to the horizontal position.
2. Release clamps at windshield header, Figure 30.
3. Raise top slightly by hand to make sure release clamps are free of windshield header and pull out the top control knob at the instrument panel, until top is fully lowered. The top can be lowered with the door and quarter windows in either the up or down position. The rear window may also be in either up or down position.
4. Tuck in surplus material at sides and install top boot over top compartment.

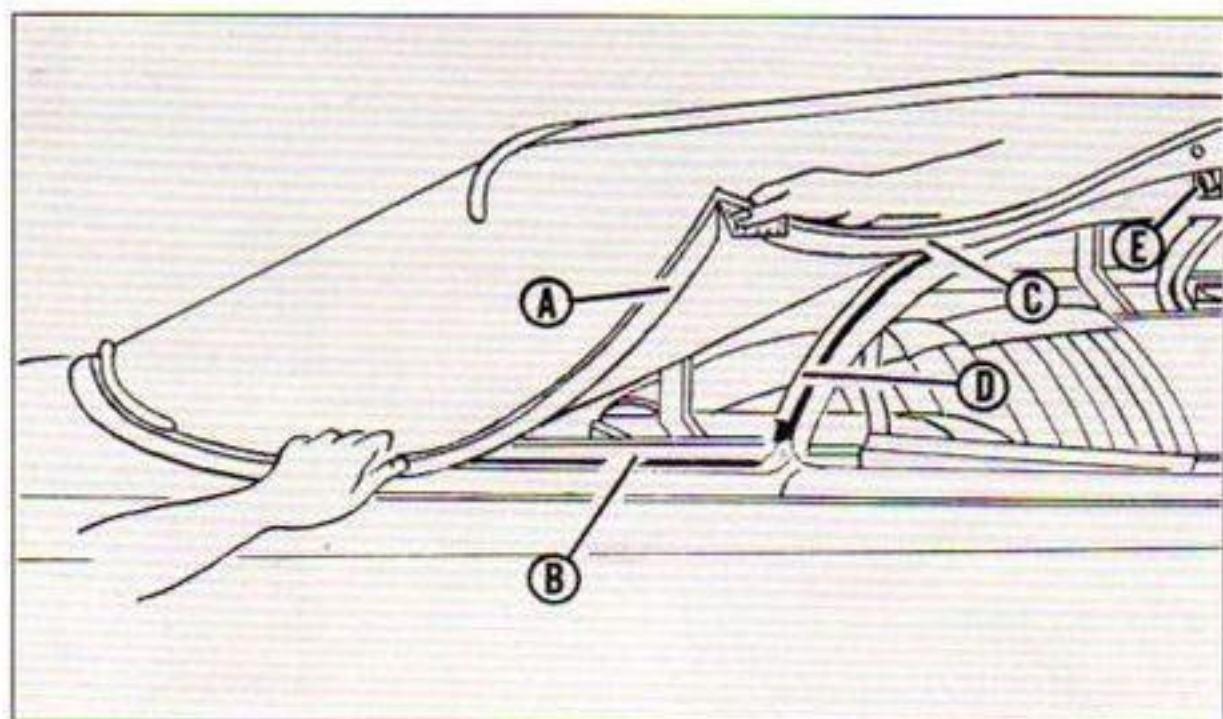


Figure 31

TO RAISE TOP:

1. Stop car. Turn radio antenna to horizontal position.
2. Remove top boot.
3. Push the top control knob in until top is fully raised.
4. Pull down top header over windshield and attach and fasten clamps at each side.
5. With top secured at windshield header, fasten the side quarters of the top by engaging flap (A) under channel (B), Figure 31, starting at the rear end. Continuing forward, enter flap (C) un-

- der curved channel (D) and work upward until flap is in place for its full length.
6. Engage the fasteners (E) in the slides on the bow above the door windows.

CARE AND CLEANING OF TOP—To insure the top mechanism remaining in good condition, the top should be operated at least once a month.

The hydraulic pump, electrically driven, mounted behind the rear seat, should be checked twice a year and fluid added as necessary. Use only Hudson Hydraulic Brake Fluid for this purpose.

Brushing the top with an upholstery brush or a stiff whisk broom every time it is raised is a good practice.

Soiled fabric can be cleaned with lukewarm water and mild soap.

Top fabric that is frayed, faded and in a leaky condition can be renovated and waterproofed by applying Hudson Top Dye. Your Authorized Hudson Dealer is equipped to do this for you.

POWER OPERATED WINDOWS—The electrically operated hydraulic pump also furnishes power for raising and lowering the door and quarter windows. Each window is operated by a hydraulic cylinder arrangement and may be raised or lowered to any position by its own control button (Figure 32). Buttons located at each window are operated by pressing down to lower and up to raise the windows. Windows can be stopped at any desired height.

A group of 4 control buttons (Figure 33) is mounted on the left door which permits the driver to operate all windows from a position convenient to the left hand. Counting from the front, buttons Nos. 1 and 2 control the left and right door windows respectively, while buttons Nos. 3 and 4 operate the left and right quarter windows.



Figure 32



Figure 33

HUDSON WEATHER CONTROL

The Hudson Weather-Control is a combined ventilating and heating unit. Fresh air is brought through the cowl ventilator and is directed through the fins of the heater core and heater case into the driver and passenger compartment (Figure 34).

The temperature control is automatic and once set to the desired temperature, requires infrequent adjustment. A thermostat automatically opens the control valve wide until the selected temperature in the car is reached, then closes as required to maintain that temperature.

COLD WEATHER DRIVING

1. Open the cowl ventilator as soon as "TEMP" (Temperature) gauge hand begins to move to the right.

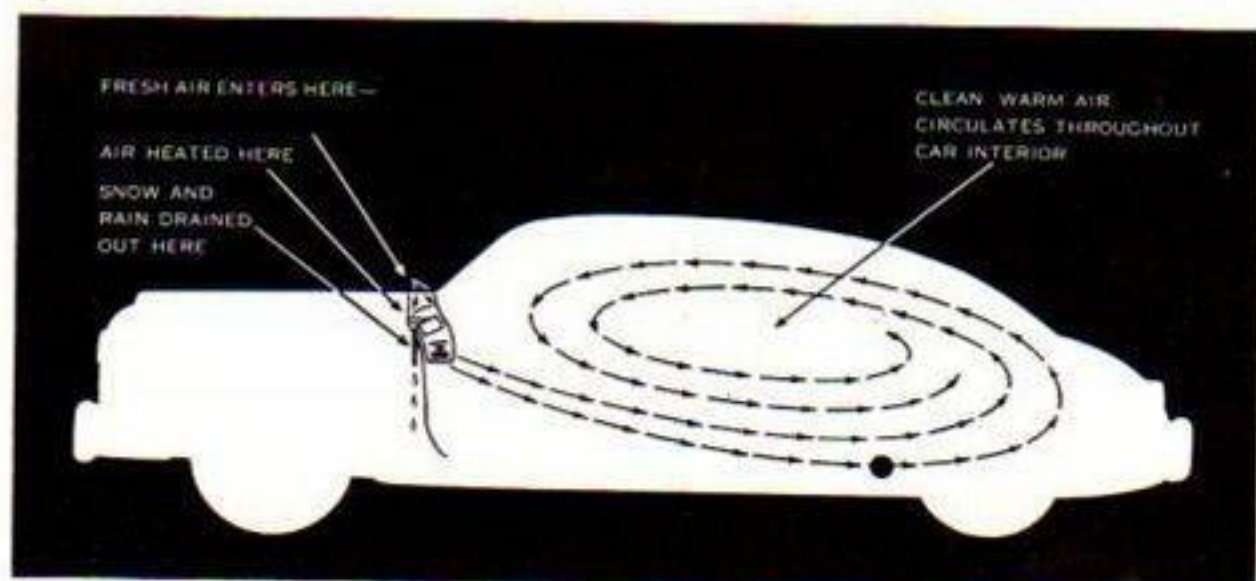


Figure 34

2. Move Temperature-Control lever, Figure 35, to the right to increase heat and to the left to decrease heat. On Pacemaker Models this control is located at the bottom of the heater as shown (2), Figure 36.
3. If the car is standing or being driven at slow or intermittent traffic speeds, turn on the blower control switch to assist the circulation of the air through the car and to defrost the windshield.
4. If fogging or frosting of the windshield and windows occurs when passengers enter a cold car, turn the blower control switch to the first position clockwise until cleared.
5. If snow or rain causes icing of the windshield, turn blower control clockwise to the first position and temperature control to the extreme right (engine at normal operating temperature). If the inside temperature becomes too high, open the front door ventilating wings or lower windows slightly.



Figure 35

RADIO

OFF-ON SWITCH AND VOLUME CONTROL — To turn the receiver on, turn the volume control knob (2) to the right until a click is heard, and the dial (3) is illuminated. To increase the volume, continue to turn the control knob to the right. To shut off the receiver, turn control knob (2) to the left until a click is heard.

TONE CONTROL — The tone control ring (1) is behind the volume control knob. Rotating this ring to the right or left will change the tone of the receiver to suit the owner.

MANUAL TUNING — After the receiver is turned on, turn knob (4) to the right or left to exact frequency for best reception. This can be done at any time without disturbing the automatic-setting.

AUTOMATIC TUNING — There are six automatic tuning positions (5), each of which may be adjusted to any desired station. If the positions have not been previously adjusted, your Authorized Hudson Dealer can make these adjustments for you as outlined in the Radio Owner's Manual, a copy of which can be found in the locker box.



Figure 38

CARE OF THE CAR FINISH

Your car is finished with high grade hand rubbed lacquer and with a reasonable amount of care, it should be possible to maintain its original luster for a long time. Constant exposure to the elements—strong sunlight, dew, rain, snow, salt air and dust, also road grime, tar and calcium chloride on the roads will cause the finish to become dull and eventually disintegrate.

If at all possible, it is good practice to park the car in the shade to protect the car finish from direct sunrays.

Sap spots (from parking under trees) have a chemical content which is harmful to the car finish and should be washed off as soon as possible.

WASHING THE CAR — Washing the car should never be done when the car is warm from standing in the sun. Always wait until the metal has cooled off. If the car is muddy or if there are signs of grit or sand particles mixed in the dust on the car, **DO NOT** wipe the car with a dry or damp cloth as this will cause hair line scratches and damage the finish. Always soak the dirt off with cold water using an ordinary garden hose.

Apply Hudson Hurricane Auto Shampoo, follow instructions on label of container.

POLISHING—If surface dirt is allowed to collect on the finish from lack of regular washing, the finish may look dull even after washing. The use of Hudson Polish and Cleaner may be all that is required to bring back the original luster.

A more durable long lasting, high luster finish can be obtained by cleaning the surface with Hudson Liquid Glaze Cleaner, followed by a Hudson Liquid Glaze Sealer and Hudson Liquid Glaze Color Dress.

Hudson Liquid Glaze Sealer creates a protective coating that will retard oxidation and protect the original finish for a long time.

Hudson Liquid Glaze Color Dress applied after the Cleaner and Sealer will smooth out and harden the sealer and bring out the depth of color, giving a uniform high lustrous finish.

NOTE: The application of the Liquid Glaze treatment should be made by your Hudson Dealer who has the know how and equipment necessary for best results.

CHROMIUM PLATED PARTS—Frequent washing of the car finish and chromium parts will greatly lessen the destructive action of road salt, calcium chloride and the salt air of coastal territories which are all harmful to chromium plated surfaces, causing corrosion and pitting of the chromium finish.

REMOVAL OF RUST FROM CHROMIUM—If rust spots appear on the chrome, steps should be taken to prevent the rust from spreading by treating the spots with Hudson Rust Dissolver and applying Hudson Chromcote to the affected areas. This will retard further oxidation and eventual chromium lifting.

TAR OR ROAD OIL—Tar or road oil can usually be removed without injury to the car finish by using Hudson Tar and Road Oil Remover following instructions on the container label.

CLEANING GLASS—Always wet glass before wiping; cleaning a dirty windshield or other glass when dry will cause minute surface scratches and eventually blur the vision.

Use Hudson Glass Cleaner and a clean linen cloth for good results.

CLEANING THE UPHOLSTERY

Once a month it is good practice to brush the upholstery with a whisk broom or better still, use the portable attachments usually supplied with most household vacuum cleaners.

AVOID using hot water and soap unless specifically called for. **NEVER** use gasoline as most brands contain tetraethyl of lead or coloring which is harmful to cloth and it is also highly inflammable.

NOTE: When using Hudson Fabric Cleaner to remove spots, use it sparingly. Just dampen a clean cloth or a sponge with the fluid and select an area slightly larger than the soiled portion and rub from outside in toward the center in successive strokes. This will avoid forming a ring and prevent the spot from spreading.

GREASE SPOTS AND OIL — Scrape off all excess grease with a dull knife. Moisten a cloth or sponge with Hudson Fabric Cleaner and rub spot as directed on container.

CHEWING GUM AND TAR — First moisten lightly with Hudson Fabric Cleaner then scrape off with a dull knife while it is still moist.

CANDY (Except Chocolate) — Moisten a clean cloth in very hot water, rinse out and rub lightly as directed above. If an oil spot remains after drying, rub it lightly with a cloth moistened with Hudson Fabric Cleaner.

CHOCOLATE CANDY — Sponge lightly with **LUKEWARM** water. After drying, rub lightly as directed above with a cloth moistened with Hudson Fabric Cleaner.

ICE CREAM — Sponge lightly with **LUKEWARM** soapsuds, using a neutral soap. Rinse with cold water and allow to dry. If an oil spot remains, rub it lightly as directed above with a cloth dampened with Hudson Fabric Cleaner.

BLOOD — Sponge lightly with **COLD** water. Apply a few drops of household ammonia, then sponge again with **COLD** water.

CAUTION: *Never use warm water or soap and water as it will set the stain and make it practically impossible to remove.*

FRUIT AND WINE — Rub lightly with a cloth moistened with warm water. Allow it to dry, then rub lightly as directed above with a cloth moistened with Hudson Fabric Cleaner.

CAUTION: *Soap or heat applied to a fruit or wine stain will cause it to set.*

COSMETICS — Lipstick and creams may be removed by applying a few drops of Hudson Fabric Cleaner to the stain and absorbing it quickly with a blotter. Repeat as necessary until the spot is removed.

SHOE POLISH — Black and tan polish can be removed by rubbing it with a cloth moistened with Hudson Fabric Cleaner.

White polish can usually be removed by brushing with a whisk broom. If this does not remove it, moisten the spot with cold water, let it dry, then brush it again.

URINE — Sponge the spot lightly with a cloth dipped in lukewarm soapsuds (Neutral Soap) and then rinse well with a clean cloth rinsed in cold water. Next rub the spot with a clean cloth moistened in a solution of one part of household ammonia and five parts of water. After a minute, rinse it off with a clean moist cloth.

DOG AND CAT HAIR — Gather the hair together by rubbing the upholstery with a stiff sponge dampened with water. The hair can then be easily picked off.

RUST SPOTS — Clean these spots by sponging with a cloth moistened with lukewarm soapsuds. (Neutral Soap.)

LEATHER AND VINYL PLASTICS — Clean with lukewarm water and any mild soap, such as Castile. Work up a thin suds on a piece of cheese-cloth and rub over surface. Wipe off the surface the second time, using a piece of cheese-cloth dampened with water. Finish by wiping with a dry cloth.

CAUTION: *DO NOT use furniture polish or volatile cleaner on leather.*

MODELS AND SERIES

HUDSON PACEMAKER	-	-	-	-	4B
HUDSON WASP	-	-	-	-	5B
HUDSON COMMODORE	6	-	-	-	6B
HUDSON HORNET	-	-	-	-	7B
HUDSON COMMODORE	8	-	-	-	8B

SPECIFICATIONS

PACEMAKER — MODEL 4B

Body Types	Wheel-base	Starting Serial No.	No. of Cyls.	Bore	Stroke	A. M. A. H. P.	Weight Pounds
Brougham	119"	132916	6	3-9/16"	3-7/8"	30.4	3355
4 Door Sedan	119"	and	6	3-9/16"	3-7/8"	30.4	3390
Business Coupe	119"	up	6	3-9/16"	3-7/8"	30.4	3305
Club Coupe	119"		6	3-9/16"	3-7/8"	30.4	3335

WASP — MODEL 5B

Brougham	119"	132916	6	3-9/16"	4-3/8"	30.4	3470
4 Door Sedan	119"	and	6	3-9/16"	4-3/8"	30.4	3485
Club Coupe	119"	up	6	3-9/16"	4-3/8"	30.4	3435
Convertible Brougham	119"		6	3-9/16"	4-3/8"	30.4	
Hollywood	119"		6	3-9/16"	4-3/8"	30.4	3525

COMMODORE SIX — MODEL 6B

4 Door Sedan	124"	132916	6	3-9/16"	4-3/8"	30.4	3595
Club Coupe	124"	and	6	3-9/16"	4-3/8"	30.4	3550
Convertible Brougham	124"	up	6	3-9/16"	4-3/8"	30.4	
Hollywood	124"		6	3-9/16"	4-3/8"	30.4	3625

HORNET — MODEL 7B

4 Door Sedan	124"	132916	6	3-13/16"	4-1/2"	34.9	3600
Club Coupe	124"	and	6	3-13/16"	4-1/2"	34.9	3550
Convertible Brougham	124"	up	6	3-13/16"	4-1/2"	34.9	
Hollywood	124"		6	3-13/16"	4-1/2"	34.9	3630

COMMODORE EIGHT — MODEL 8B

4 Door Sedan	124"	132916	8	3"	4-1/2"	28.8	3630
Club Coupe	124"	and	8	3"	4-1/2"	28.8	3580
Convertible Brougham	124"	up	8	3"	4-1/2"	28.8	
Hollywood	124"		8	3"	4-1/2"	28.8	3660

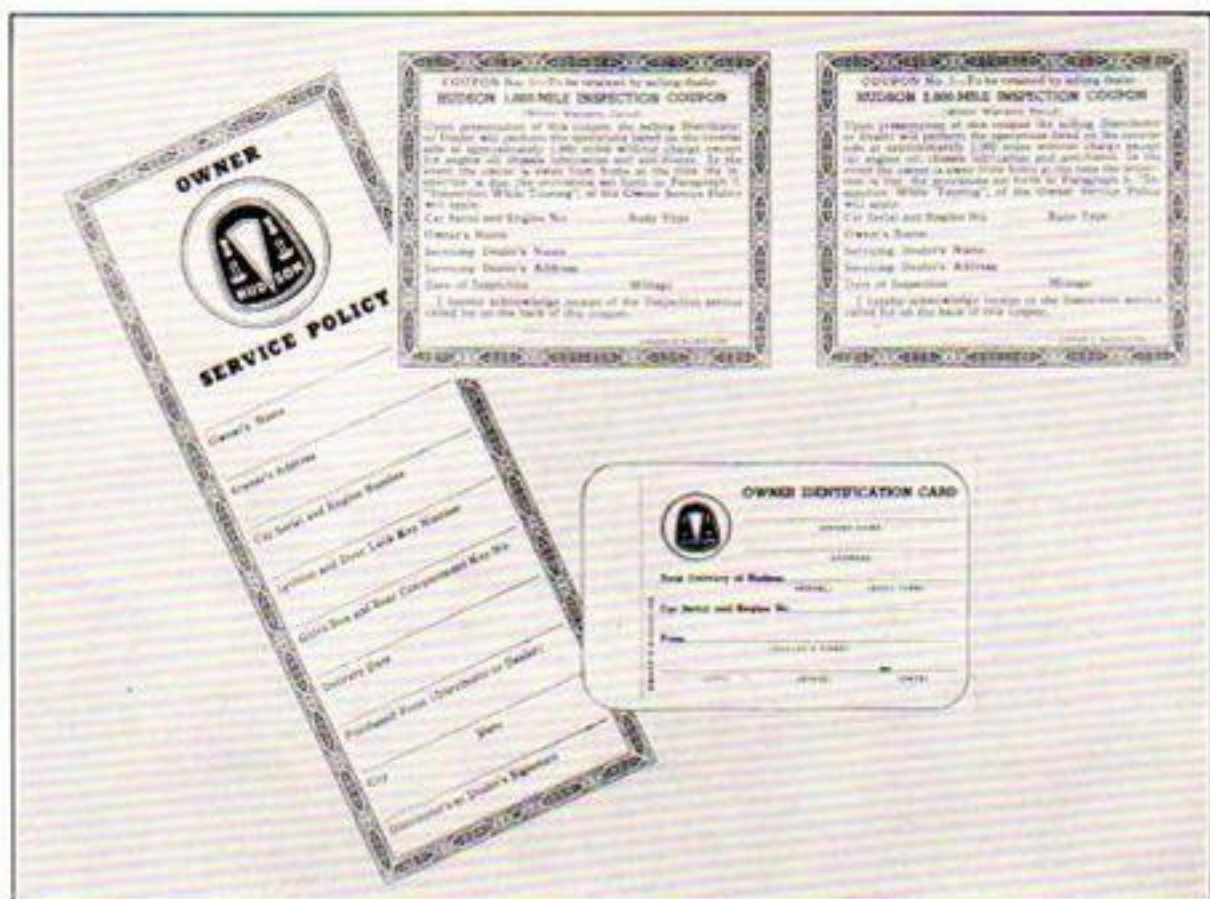
The car model designation and the car serial number which is the same as the engine number, are stamped on a metal plate attached to the right front door hinge pillar post. Cars are numbered in consecutive order regardless of model.

The engine number is stamped on the top of the cylinder between numbers 1 and 2 exhaust manifold flanges on eight cylinder engines and on the right side of the cylinder at the upper front end, stamped vertically, on six cylinder engines.

OWNER SERVICE POLICY

When you took delivery of your new Hudson, the Distributor or Dealer from whom you purchased it, presented you with your Hudson Owner Service Policy and Identification Card. Please read it carefully and make sure that:

1. Owner Service Policy has been properly filled in and its provisions fully explained to you.
2. Owner Identification Card filled in on both sides and key numbers recorded.
3. Radio Warranty Registration tag is filled in and attached to radio.

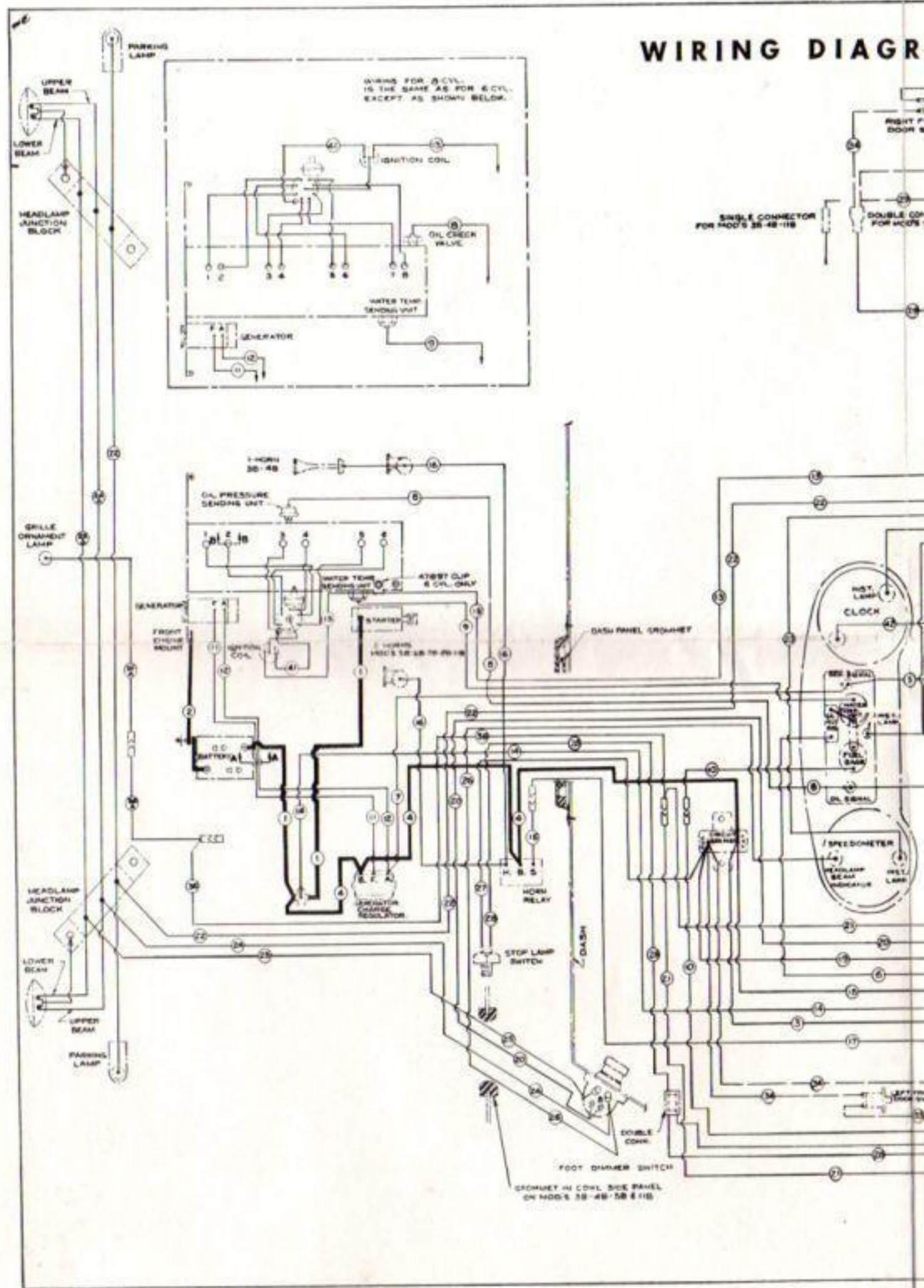


This policy includes two coupons which entitle you to the 1000 and 2000 Mile Inspections without charge and outlines our obligations as Manufacturer as well as those of the Car Dealer and Owner. It also contains other pertinent information regarding the new car inspections and fully explains the provisions of the new car warranty concerning the replacement of parts.

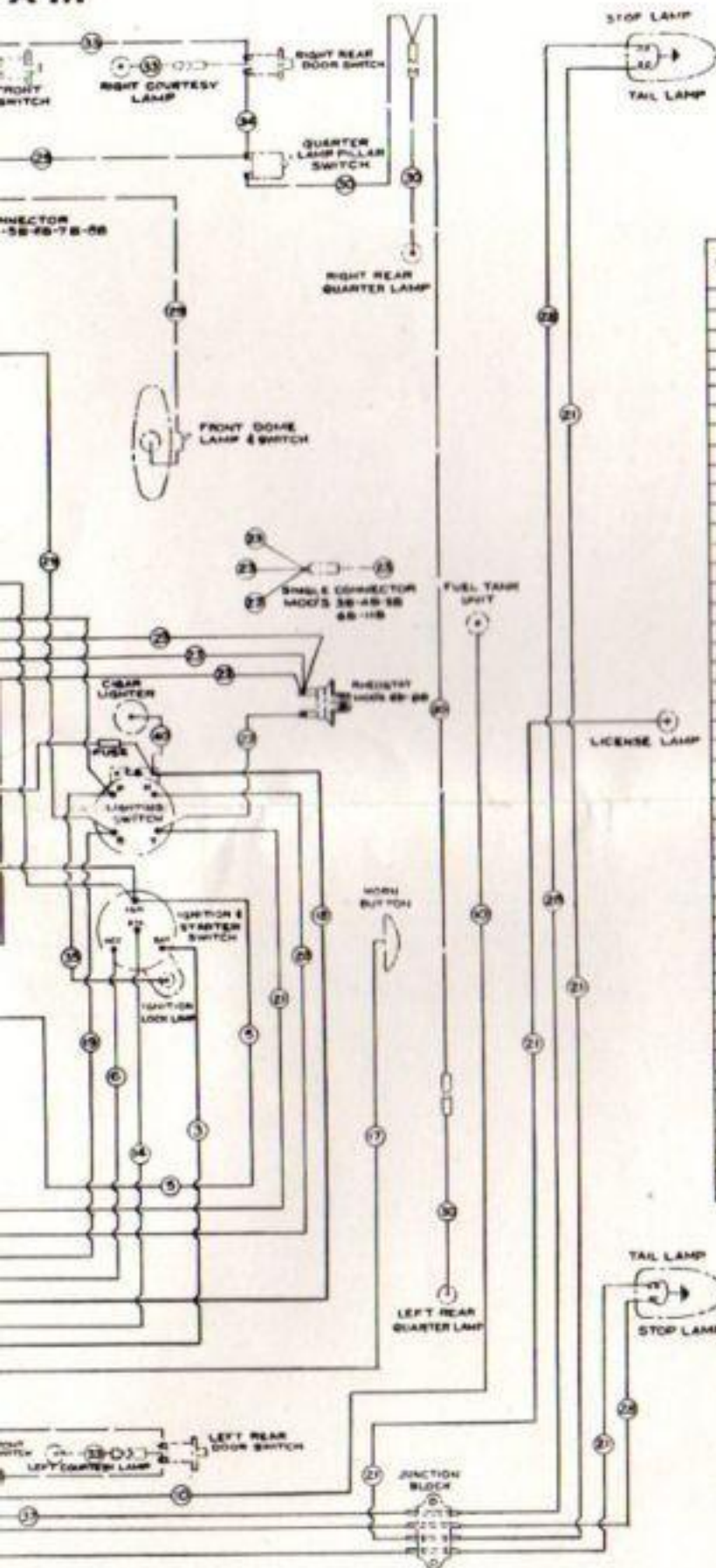
A full knowledge of its contents will preclude the possibility of misunderstandings should it be necessary to consult your own or some other Hudson Dealer in regard to the provisions outlined.

Lubrication Charts
and
Wiring Diagram

WIRING DIAGR



AM



CIRCUIT NO.	WIRE SIZE	COLOR	CIRCUIT NAME
1	1	BLACK	BATTERY TO STARTER CABLES
2	BRAIDED STRAP		BATTERY GROUND
3	12	YELLOW	IGNITION SWITCH FEED
4	10	BLACK	STARTER SOL. TO REG. "B" TERM. CIR. BREAKER & HORN RELAY FEED
5	18	RED	TAIL-TAIL LAMPS FEED
6	18	BLACK & RED	IGN. SWITCH TO GAUGE VOLTAGE REG.
7	18	GREEN	GENERATOR SIGNAL
8	16	BLACK	OIL PRESSURE SIGNAL
9	18	ORANGE	WATER TEMPERATURE GAGE
10	16	BLUE	FUEL GAGE TO TANK UNIT
11	16	WHITE	GEN. "F" TERM. TO REG. "F" TERM.
12	12	BLACK	GEN. "A" TERM. TO REG. "A" TERM.
13	14	BLACK	IGNITION SWITCH TO COIL
14	16	BLACK	IGN. SWITCH TO STARTER SOLENOID
15	16	BLACK & YELLOW	HORN RELAY TO HORN BUTTON WIRE
16	12	YELLOW	HORN FEED
17	14	WHITE OR BLACK	HORN BUTTON WIRE
18	12	BLACK	LIGHT SWITCH FEED
19	14	WHITE	LIGHT SW. FEED TO AUX. CIR. BREAKER
20	12	YELLOW	FOOT CRAWLER SWITCH FEED
21	14	GREEN	TAIL AND LICENSE FEED (INST. HARNESS)
	16	RED, BLACK & GREEN	TAIL AND LICENSE LAMP (BODY HARNESS)
22	18	WHITE	PARKING LAMP
23	18	RED	INSTRUMENT PANEL LAMPS FEED
24	12	GREEN	HEADLAMP FEED, UPPER BEAM
24A	14	GREEN	HEADLAMP CONNECTOR, UPPER BEAM
25	12	RED	HEADLAMP FEED, LOWER BEAM
25A	14	RED	HEADLAMP CONNECTOR, LOWER BEAM
26	18	BLUE	HEADLAMP BEAM INDICATOR
27	16	BLACK & GREEN	STOP LIGHT SWITCH FEED
28	16	RED	STOP LIGHT SWITCH (INSTRUMENT HARNESS)
	16	ORANGE, BLACK & YELLOW	STOP LIGHT FEED (BODY HARNESS)
29	16	WHITE	DOME AND QUARTER LIGHT SW. FEED
30	16	BLACK	QUARTER LAMPS
33	16	BLACK	COURTESY LAMPS
34	16	WHITE	COURTESY LAMP SWITCH FEED
35	18	WHITE	IGNITION SWITCH LAMP
36	14	RED	UTILITY LIGHTS FEED
36A	18	RED	GRILLE ORNAMENT LAMP
37	16	BLACK & YELLOW	STOP LAMP FEED (RIGHT)
40	14	BLACK & RED	CIGAR LIGHTER
41	14	BLACK	IGN. COIL TO DISTRIBUTOR (PRIMARY)
42	16	BLACK	CLOCK WIRE

FULL LINES _____ INDICATE WIRES
 FOR ALL MODELS, EXCEPT AS NOTED.
 LONG DASH LINES _____ INDICATE
 WIRES FOR 58-68-78-88 MODELS ONLY.
 DOT AND DASH LINES _____ INDICATE
 OUTLINE OF PARTS.

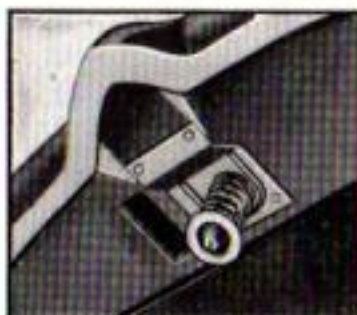
BODY LUB



HOOD PROP

WATER RESISTANT GREASE ON SPRING.
ENGINE OIL ON PROP ARM ATTACHING
BOLTS.

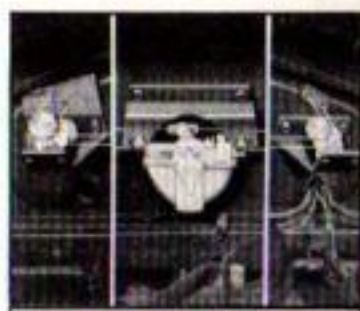
3 POINTS EACH SIDE.



HOOD LOCK—UPPER

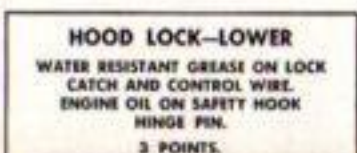
WATER RESISTANT GREASE ON DOVE-
TAIL AND LIFT SPRING.

1 POINT.



WINDSHIELD WIPER PULLEYS, CABLES AND CABLE PIVOTS

LIGHT OIL ON WIPER MOTOR PIVOT
AND PULLEY BEARINGS. WATER RESIST-
ANT GREASE ON CABLES. 3 POINTS
EACH SIDE.



HOOD LOCK—LOWER

WATER RESISTANT GREASE ON LOCK
CATCH AND CONTROL WIRE.
ENGINE OIL ON SAFETY HOOK
HINGE PIN.

3 POINTS.



HOOD HINGE

ENGINE OIL ON HINGE LINK PIVOT PINS.

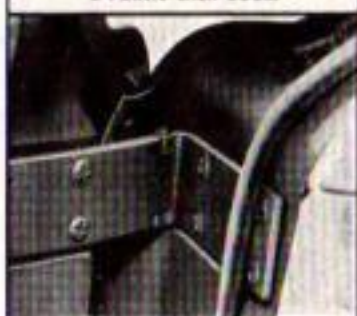
4 POINTS EACH SIDE.



DOOR HINGE

LIGHT ENGINE OIL IN HOLE PROVIDED
AT HINGE JOINT.

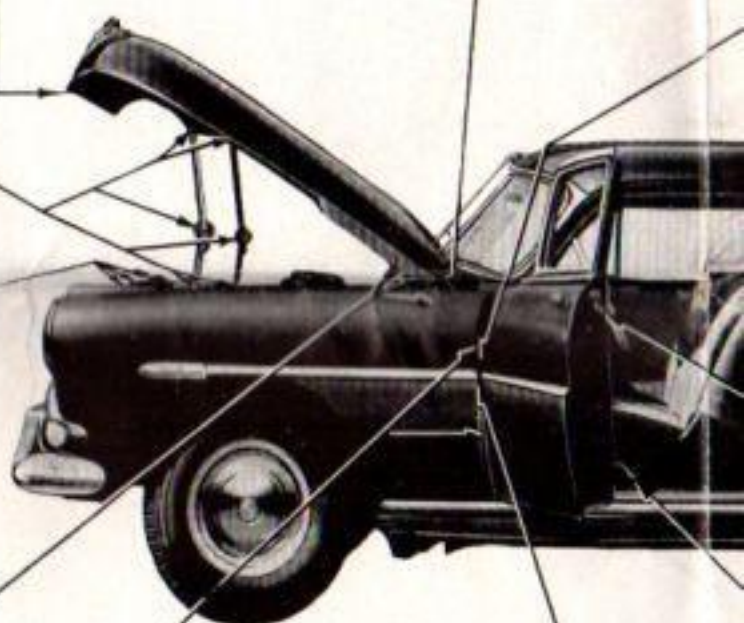
2 POINTS EACH DOOR.



DOOR CHECK ARM

WATER RESISTANT GREASE ON
ARM AND PIVOT.

2 POINTS EACH DOOR.



RICATION



COURTESY LIGHT SWITCH

WATER RESISTANT GREASE ON
SWITCH PLUNGER.

1 POINT EACH DOOR.



REAR COMPARTMENT DOOR HINGE

WATER RESISTANT GREASE ON
HINGE PIVOT PIN AND SPRING.

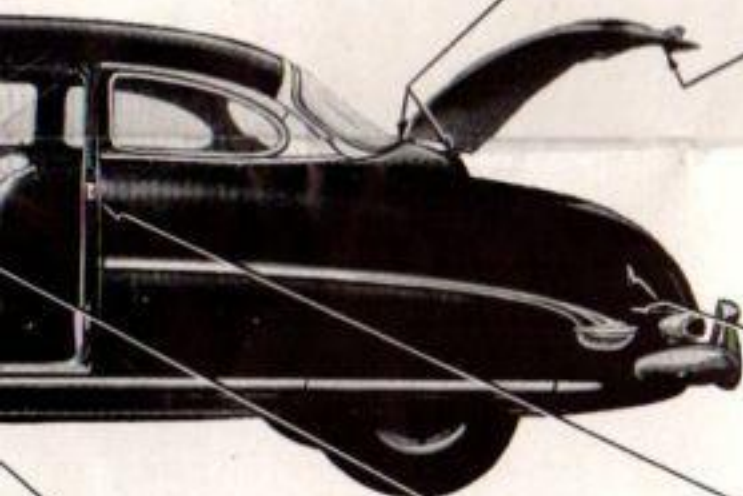
2 POINTS EACH SIDE.



REAR COMPARTMENT DOOR LOCK

WATER RESISTANT GREASE

1 POINT



FUEL TANK FILLER DOOR

LIGHT ENGINE OIL ON HINGE PIN.

2 POINTS.



SEAT ADJUSTER

WATER RESISTANT GREASE ON
SEAT TRACKS.
ENGINE OIL ON BEARING POINTS,
TIE RODS AND LATCHES.



DOOR LOCK BOLT

Water Resistant Grease on Lock Bolt and Slide
1 POINT EACH DOOR

DOOR HANDLE BUTTON

Few Drops Engine Oil
1 POINT EACH DOOR



DOOR STRIKER

WATER RESISTANT GREASE ON TOP
SURFACE AND IN LOCK BOLT GROOVE.

1 POINT EACH DOOR.



CHASSIS LU



3000 MILES
GENERATOR BEARINGS
2 POINTS
USE ENGINE OIL



2000 MILES
AIR CLEANER—STANDARD
WASH IN GASOLINE AND
LUBRICATE WITH ENGINE OIL
AIR CLEANER—OIL BATH
REMOVE AND WASH IN GASOLINE
POUR 1 PINT ENGINE OIL
IN CLEANER BODY



1000 MILES
LOWER SUPPORT ARM
PIVOT BUSHINGS
4 POINTS
USE VISCOUS GREASE



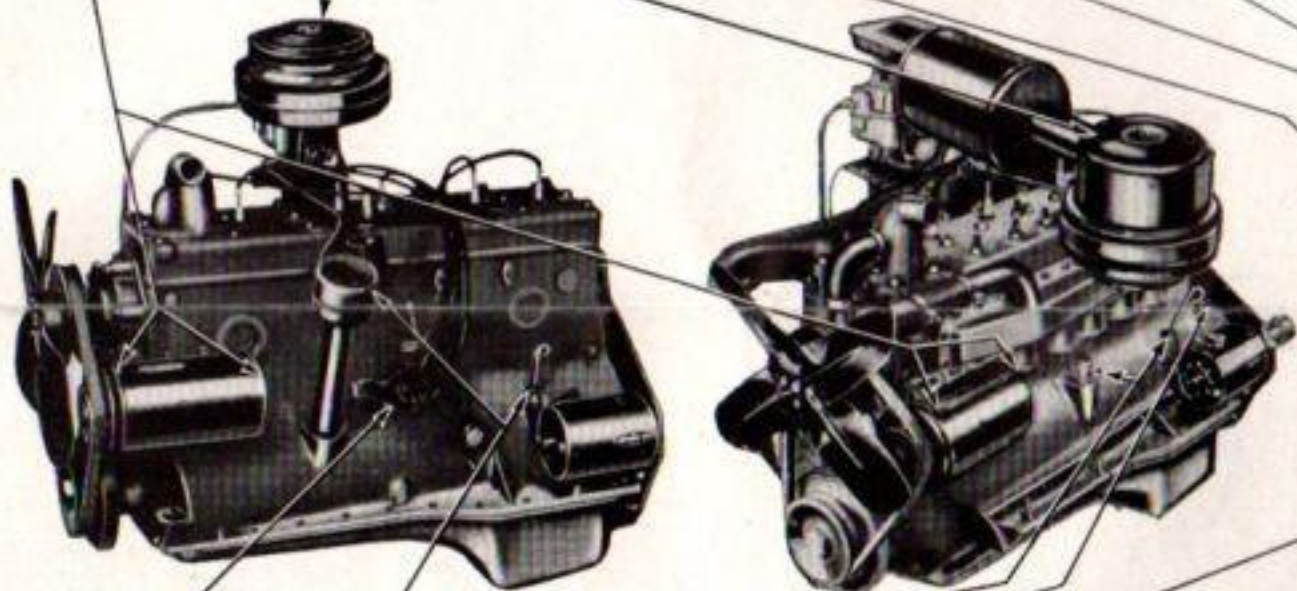
1000 MILES
CENTER STEERING ARM
PIVOT BEARING
1 POINT
USE VISCOUS GREASE



1000 MILES
BATTERY
ADD DISTILLED WATER
FILL TO C
KEEP PLATES COVERED



1000 MILES
UPPER SUPPORT ARM
ECCENTRIC BUSHING—2 POINTS
STEERING SPINDLE
PIVOT PIN
2 POINTS—USE VISCOUS GREASE



2000 MILES
DISTRIBUTOR
CONTACT ARM PIVOT
WICK TOP OF SHAFT
SHAFT OIL CLIP
CAN LOOSE
USE ENGINE OIL



2000 MILES
CRANK CASE
CHECK LEVEL FREQUENTLY
DRAIN AND REFILL ENGINE OIL
(SEE OIL SPECIFICATIONS)



3000 MILES
CLUTCH
1/2 PINT HUDSONITE



1000 MILES
UPPER SUPPORT ARM
PIVOT BUSHINGS
4 POINTS
USE VISCOUS GREASE



1000 MILES
LOWER SUPPORT ARM TO
SUPPORT PIVOT BUSHING
2 POINTS
USE VISCOUS GREASE



10,000 MILES
FRONT WHEEL BEARING
CAPACITY—4 OUNCES
2 POINTS
USE A MILED SOEGRUB
SOAP BASE GREASE

GENERAL LUBRICATION INFORMATION

ENGINE LUBRICATION

REFILL CAPACITY

4 CYLINDER 7 QUARTS 16 LG.—4 1/2 L3
6 CYLINDER 7 QUARTS 16 LG.—4 1/2 L3
ENGINE OIL SHOULD BE DRAINED AFTER OPERATION OF
FIRST 500 MILES OF DRIVING, AND THEREAFTER AT
INTERVALS OF 2,500 MILES, DUSTY CONDITIONS
WARRANT MORE FREQUENT CHANGING.

90° AVERAGE TEMPERATURE USE S.A.E. 30

MINIMUM ANTICIPATED TEMPERATURE

32° USE S.A.E. 30

10° USE 20W

-10° USE 10W

BELOW -10° USE 5W

OR 10W PLUS 10% KEROSENE

MISCELLANEOUS POINTS

(USE HAND OILS)

THROTTLE LINKAGE OIL ALL JOINTS

BRAKE LINKAGE OIL ALL JOINTS

HYDRAULIC DRIVE LINKAGE OIL ALL JOINTS

LUBRICATION



1000 MILES
DRAG LINK—FRONT END
ONE FITTING
DRAG LINK—REAR END
ONE FITTING
USE VISCOUS GREASE

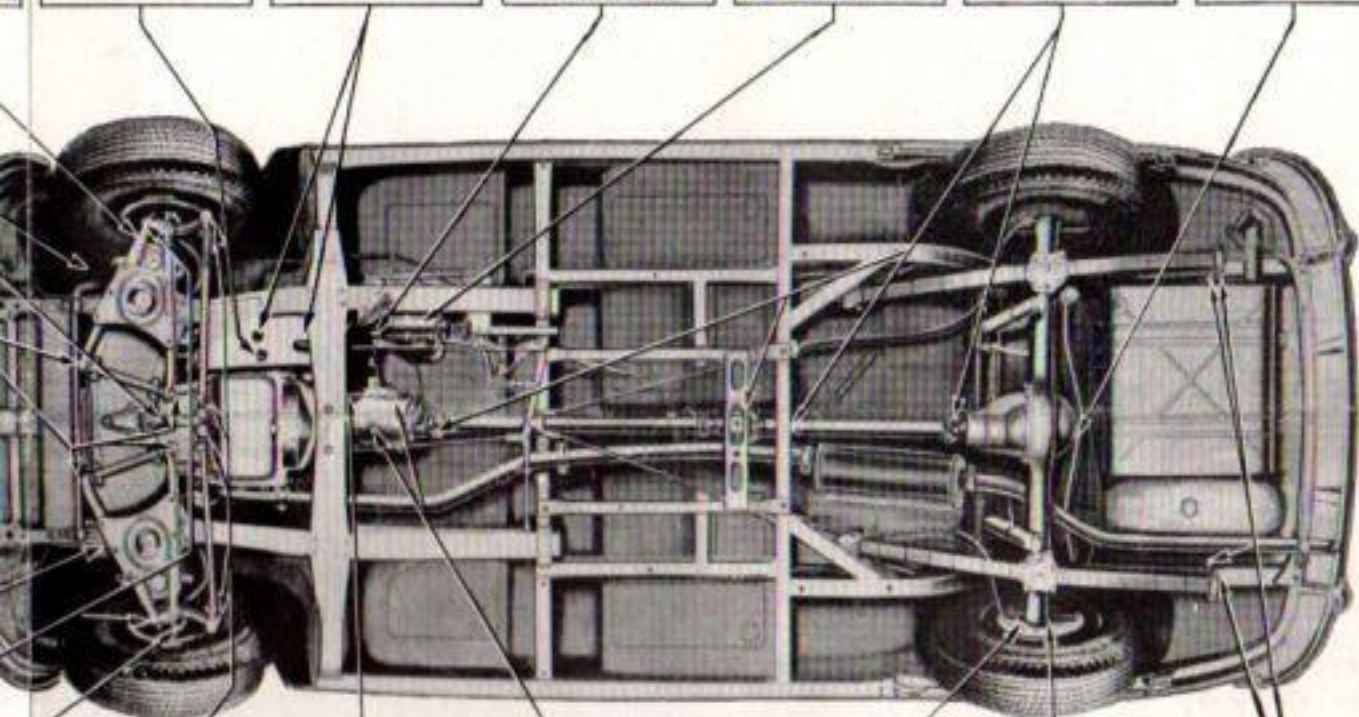
1000 MILES
STEERING GEAR
CHECK LEVEL—USE GEAR OIL
SUMMER & WINTER—S.A.E. 90 S.P.
GEAR SHIFT BELL CRANK
(48, 75 & 86 SERIES)
1 POINT—USE VISCOUS GREASE

1000 MILES
CLUTCH PEDAL BEARING
1 POINT
USE VISCOUS GREASE

1000 MILES
BRAKE MASTER CYLINDER
CHECK LEVEL
USE ONLY GENUINE
HUDSON HYDRAULIC BRAKE
FLUID FOR ALL TEMPERATURES

1000 MILES
SPLINE—VISCOUS GREASE
1 POINT
NEEDLE ROLLER
BEARINGS
3 POINTS—USE S.A.E. 140 GEAR OIL

10,000 MILES
DIFFERENTIAL
CAPACITY 3 1/2 PINTS
CHECK LEVEL FREQUENTLY
USE S.A.E. 90
MULTI-PURPOSE
GEAR LUBRICANT



1000 MILES
TIE ROD ENDS
4 POINTS
USE VISCOUS GREASE

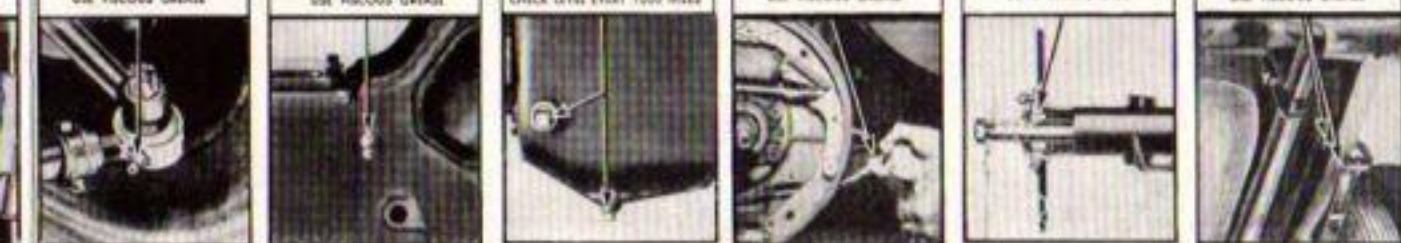
1000 MILES
CLUTCH RELEASE
BEARING
1 POINT
USE VISCOUS GREASE

5000 MILES
TRANSMISSION*
CAPACITY 2 POUNDS
WITH OVER-DRIVE 3 1/2 POUNDS
SUMMER S.A.E. 90 S.P. GEAR OIL
WINTER S.A.E. 80 S.P. GEAR OIL
CHECK LEVEL EVERY 1000 MILES

3000 MILES
BRAKE CABLES
2 POINTS
USE VISCOUS GREASE

10,000 MILES
REAR WHEEL BEARINGS
CAPACITY 1 1/2 OUNCES
2 POINTS
USE MIXED SOOBIUM
SOAP BASE GREASE

1000 MILES
SPRING SHACKLES
4 POINTS
USE VISCOUS GREASE



25,000 MILES

*HYDRA-MATIC TRANSMISSION

DRAIN AND REFILL 11 QUARTS
USE ONLY HUDSON APPROVED HYDRA-MATIC DRIVE
FLUID
*OPTIONAL EQUIPMENT

TIRE PRESSURES

CHECK AND INFLATE AT LEAST ONCE A WEEK

SIZE	FRONT	REAR
7.10-13	COLD - 36 LBS.	COLD - 34 LBS.
7.50-13	COLD - 36 LBS.	COLD - 34 LBS.

COOLING SYSTEM

CHECK WATER LEVEL FREQUENTLY
(IN WINTER CHECK ANTI-FREEZE STRENGTH)
CAPACITY OF COOLING SYSTEM IS AS FOLLOWS:
WITH HEATER 19 1/2 QUARTS
WITHOUT HEATER 18 1/2 QUARTS



Hudson Protective Service for your car

Hudson Protective Service is factory-engineered service, provided by Hudson dealers to keep Hudson cars looking and running at their best.

This better kind of service is available to you at any one of the friendly Hudson service stations, strategically located across the country.

For the good of your car, always insist on economical, dependable Hudson Protective Service. See your Hudson Dealer.

HUDSON MOTOR CAR COMPANY
Detroit, Michigan, U.S.A.