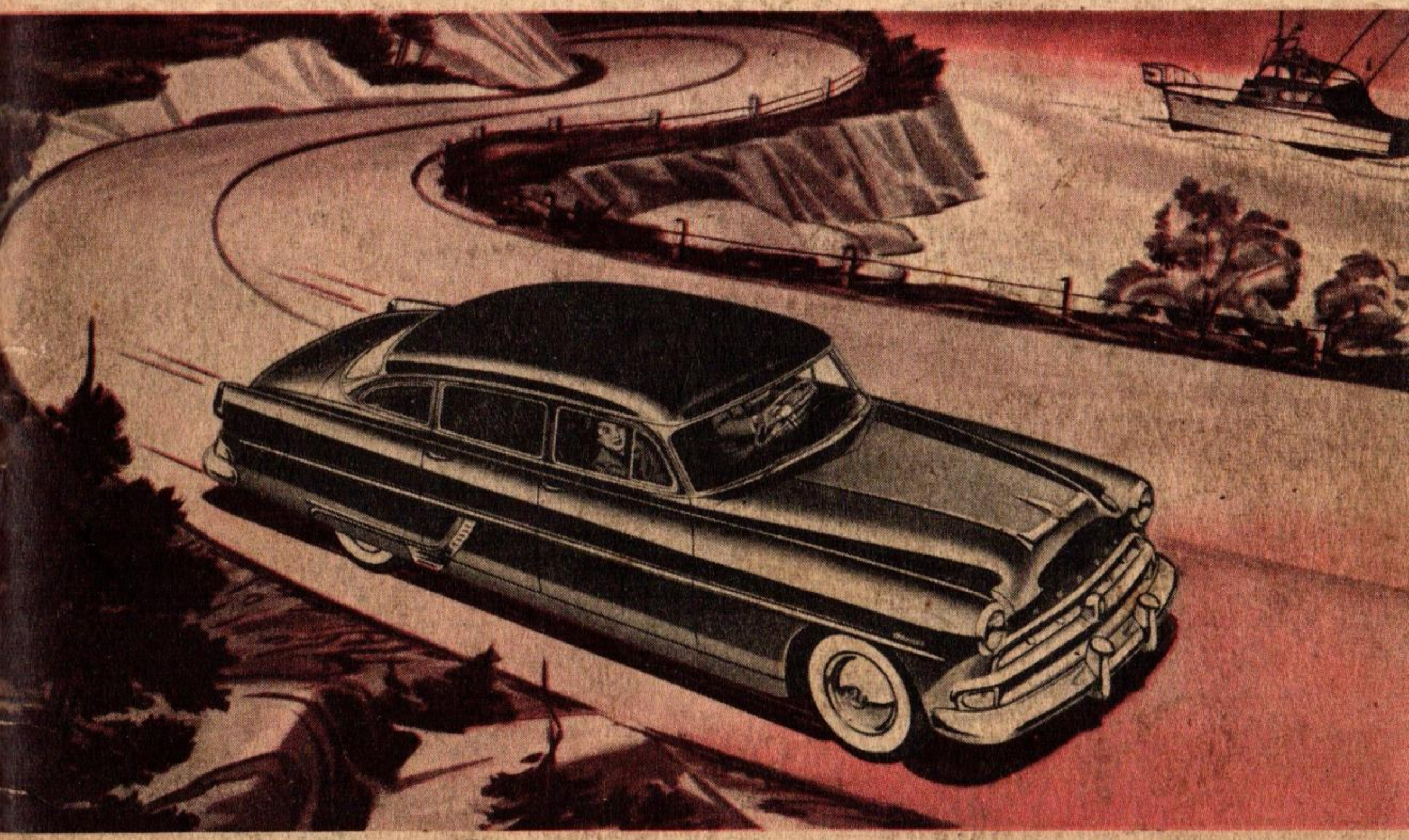
HUDSON

HORNET • SUPER WASP • WASP

OWNER MANUAL



Things you'll want to know about

DRIVING **OPERATION**

LUBRICATION **MAINTENANCE**

For handy future reference, keep this manual in the glove compartment of your car.

HUDSON MOTOR CAR COMPANY

Detroit 15, Mich., U.S.A

OWNER

SERVICE POLICY

Ray Friederich

Owner's Name

R.R. 5. City.

Owner's Address

HUDSON *WASP and HORNET*
Service Policy

The factory warranty on your Hudson Wasp or Hornet is explained in this policy. Note the free inspection coupons and be sure your new Hudson Wasp or Hornet is given the 1,000- and 2,000-mile inspections. There is no charge for these inspections, which are so important during the break-in period of your new car.

OWNER IDENTIFICATION CARD

Ray Friederich

OWNER NAME

R.R. 5 City.

ADDRESS

Took Delivery of Hudson Hornet 4 door

HUDSON *WASP and HORNET*
Identification Card

Wherever you may be, this card will enable you to get the inspection and warranty service to which your new Hudson Wasp or Hornet is entitled.

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Welcome

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.

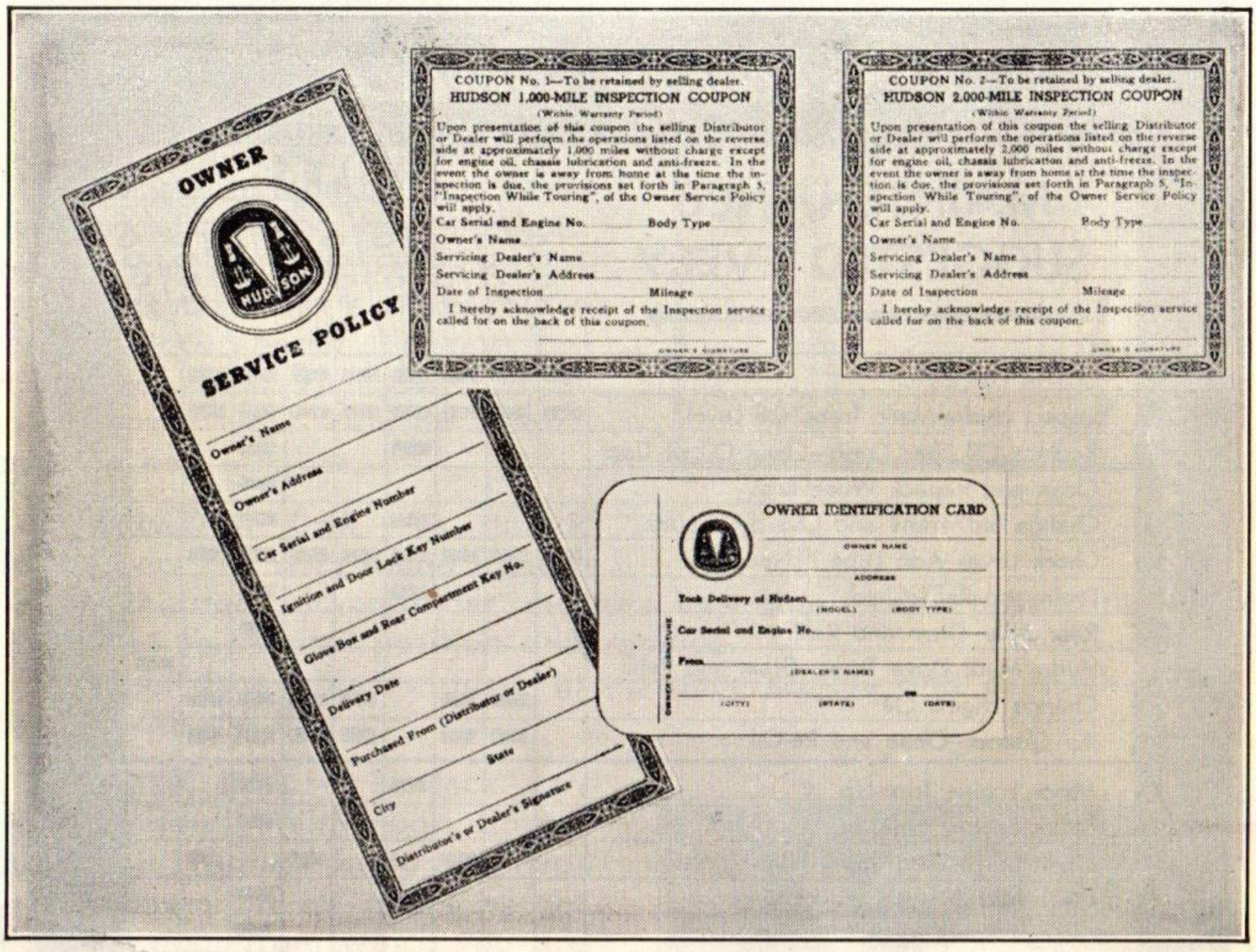
HUDSON MOTOR CAR COMPANY

Service Department

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 Idenification Card filled in on both sides and key numbers recorded.
3. Radio Warranty Registration tag is filled in and attached to radio, if car is so equipped.



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.

PERIODIC MAINTENANCE

Regular maintenance, properly performed, is a preventive service and more than anything else governs owner satisfaction and freedom from costly emergency repairs and delays.

Listed below in chart form are suggested maintenance operations at stated mileage. Observe them for your driving pleasure.

HUDSON APPROVED

HUDSON PARTS SERVICE

Preventive Service

MAINTENANCE SUGGESTED EVERY → MILES	1000	2000	4000	5000	6000	8000	10000	12000	25000
LUBRICATION									
Chassis Lubrication	▬	▬	▬	▬	▬	▬	▬	▬	
Inspect Hydra-Matic Trans. Oil Level	▬	▬	▬	▬	▬	▬	▬	▬	
Replace Oil Filter Crtdg.—Clean Oil Fil. Cap				▬			▬		
Clean and Repack Wheel-Brgs.							▬		
Change Std. Trans. and Overdrive Lube				▬			▬		
Check Level—Add Lube If Needed	▬	▬	▬	▬	▬	▬	▬	▬	
Drain and Refill Clutch				▬			▬		
Rear Axle—Drain and Refill							▬		
Hydra-Matic Drive Trans.—Drain and Refill									▬
Change Engine Oil		▬	▬		▬	▬	▬	▬	
Air Cleaner—Clean and Re-Oil		▬	▬		▬	▬	▬	▬	
ENGINE									
Minor Engine Tune-Up				▬			▬		
Major Engine Tune-Up							▬		
Clean and Adjust Spark Plugs			▬			▬		▬	
Clean and Adjust Carburetor							▬		
Change Spark Plugs							▬		
BRAKES									
Inspect and Adjust Brakes				▬			▬		
Clean and Lubricate Brake Cables				▬			▬		
Safety Inspection—Check Brakes					▬			▬	
ELECTRIC									
Check and Adjust Headlamps			▬			▬		▬	
Check Generator Charging Rate				▬			▬		
Check All Lights and Wiring Connections					▬			▬	
Refill Battery and Clean Terminals		▬	▬		▬	▬	▬	▬	
WHEELS									
Align Front Wheels				▬			▬		
Cross Switch Tires			▬			▬		▬	
Adjust Steering Gear							▬		

YOUR HUDSON DEALER KNOWS YOUR HUDSON BEST

INSTRUMENTS AND OPERATING CONTROLS

Arrangements and functions of the instruments and controls of your new Hudson have been planned for the 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.

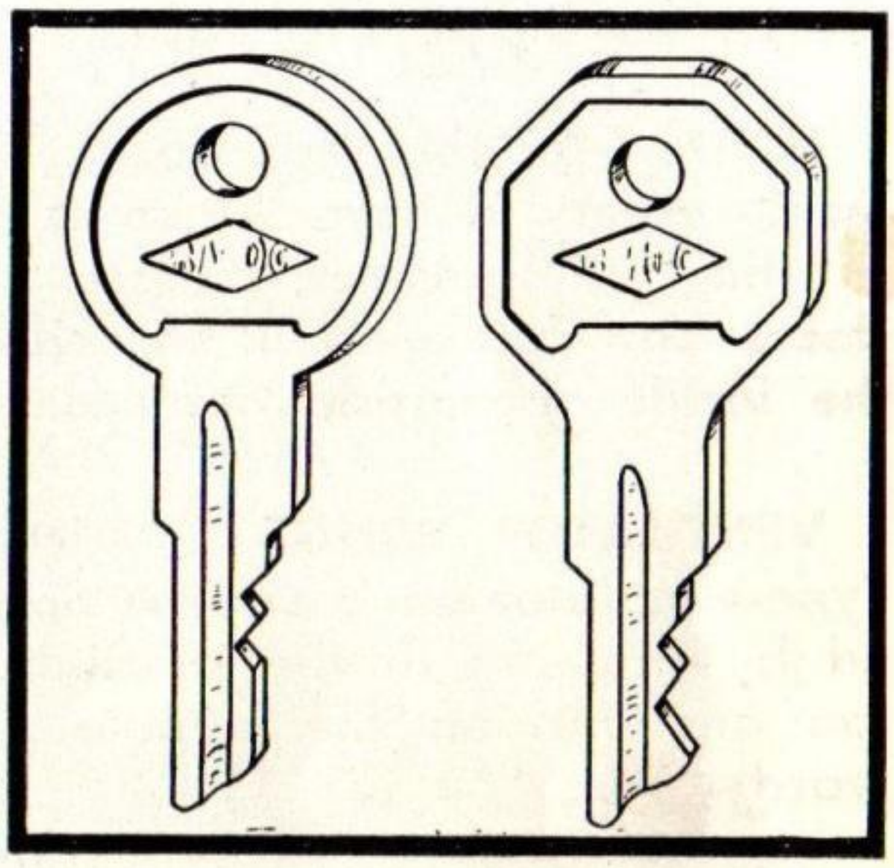


Figure 1

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 button with the thumb.

TO LOCK CAR — To lock car, close windows. With doors closed, push inside safety button (F, 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 to the locked position. Turn key back to vertical position and remove. Push in on button (Figure 2) to insure that door is locked.

Rear doors may also be locked by pressing down inside buttons while doors are open and then closing doors.

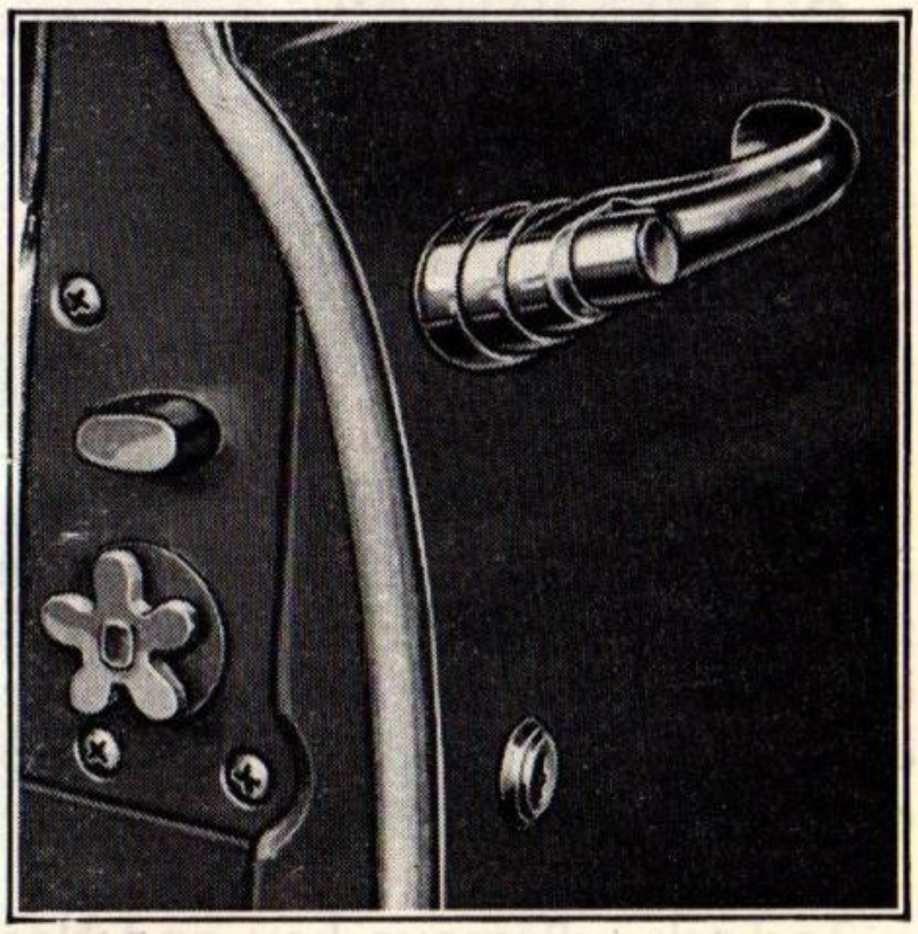


Figure 2

(3) OIL PRESSURE INDICATOR — Red light appears when ignition is turned on and engine is not running. If light remains lighted when engine is running, turn off ignition immediately and determine cause. Check engine oil level.

(4) FUEL GAUGE — With the ignition turned either to the left or the running position, the indicator hand will show the amount of fuel in the gas tank. When needle reaches "E" empty mark, approximately 1½ gallons of fuel remain in reserve.

(5) HORN OPERATING RING — Press down from any position to operate horns.

(6) SPEEDOMETER — The speedometer registers miles per hour and accumulated mileage.

(7) HEADLIGHT BEAM INDICATOR — A small red light will show on the speedometer below the mileage indicator when the headlights are on the high beam.

(8) DIRECTION INDICATOR LIGHTS — Arrows indicate right or left turn. Light flashes green when turn indicator signals are turned on.

(9) CLOCK — WIND AND RESET KNOB — On both mechanical and electrical types, set clock hands by pulling out stem and turning knob.

(10) CLOCKS — Mechanical — Requires winding every day. Turn knob clockwise to wind. Electrical — Electrically wound.

(11) GEAR SHIFT LEVER — Controls gear shifting. Always place lever in neutral position before starting engine. See page 16 for gear shift lever positions.

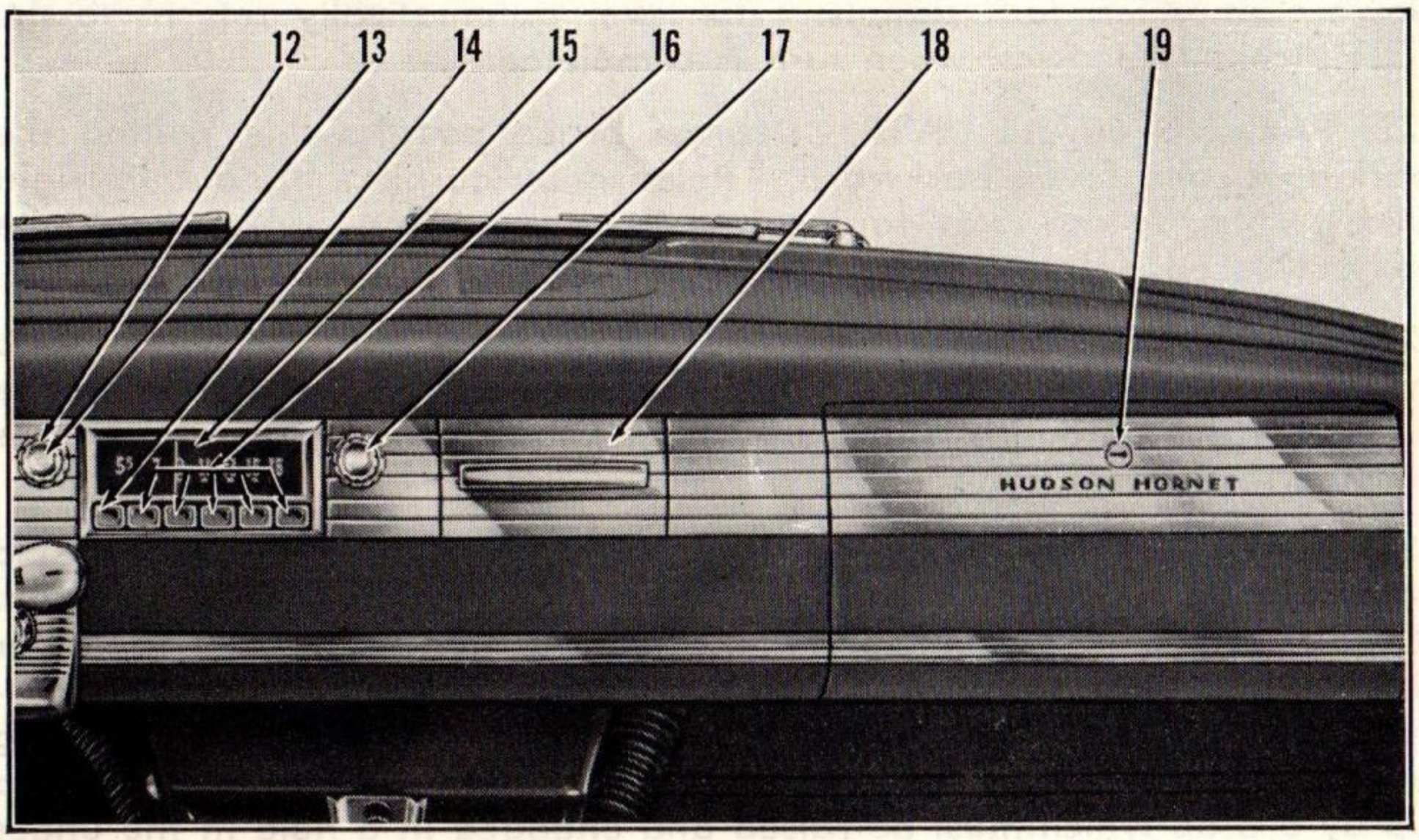


Figure 8

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

(13) RADIO VOLUME CONTROL KNOB — Turn knob clockwise or counter-clockwise to regulate volume.

(14) RADIO "OFF BUTTON" — Pressing button in turns off radio.

(15) RADIO STATION DIAL — Indicates station frequency.

(16) RADIO AUTOMATIC TUNING BUTTONS — Press in button for station desired to turn on radio and for automatic tuning.

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

(18) ASH RECEIVER — Sliding drawer type — pulls out.

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

(20) WINDSHIELD WIPER CONTROL KNOB — Turning the knob to the right (clockwise) turns on and regulates the speed of wiper 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.

(21) DIRECTION INDICATOR LEVER — Pushing lever upward operates right turn signals, flashing signal lights in right tail light and right parking light and right green arrow in speedometer dial. Pushing lever down flashes left turn signals. The lever automatically returns to the "OFF" (center) position when turn is completed.

(22) 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.

(23) INSTRUMENT LIGHT RHEOSTAT — Turning the rheostat switch knob to the right increases the brilliance of the instrument lights and to the left decreases amount of light. Turning knob to the extreme left turns out the instrument lights entirely.

(24) HOOD UNLOCKING HANDLE — 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. Wasp Models — Hood can be raised after reaching under front grille louvre and pulling lever forward. The hood is held up by a prop which must be raised and engaged in a hole in the under side of the hood when it is lifted.

(25) HEADLIGHT DIMMER SWITCH — Controls country (upper) and traffic (lower) beams. When meeting oncoming traffic and beam indicator shows red, depress foot switch once and release for passing beam. Pressing and releasing switch the second time restores light beams to upper or country driving position.

(26) CONVERTIBLE TOP CONTROL KNOB — Pull out to lower top, push in to raise top. See Page 34.

(27) 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 35.

(28) OVERDRIVE CONTROL KNOB — Push knob all the way in for operation of Overdrive. Also see "Overdrive Operation", Page 19.

(29) 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 35.

(30) CLUTCH PEDAL — MANUAL SHIFT TRANSMISSION — Depress clutch pedal fully to the floorboard before starting the engine or shifting gears. Do not drive with the left foot resting on the clutch pedal (riding the pedal.)

(31) 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.

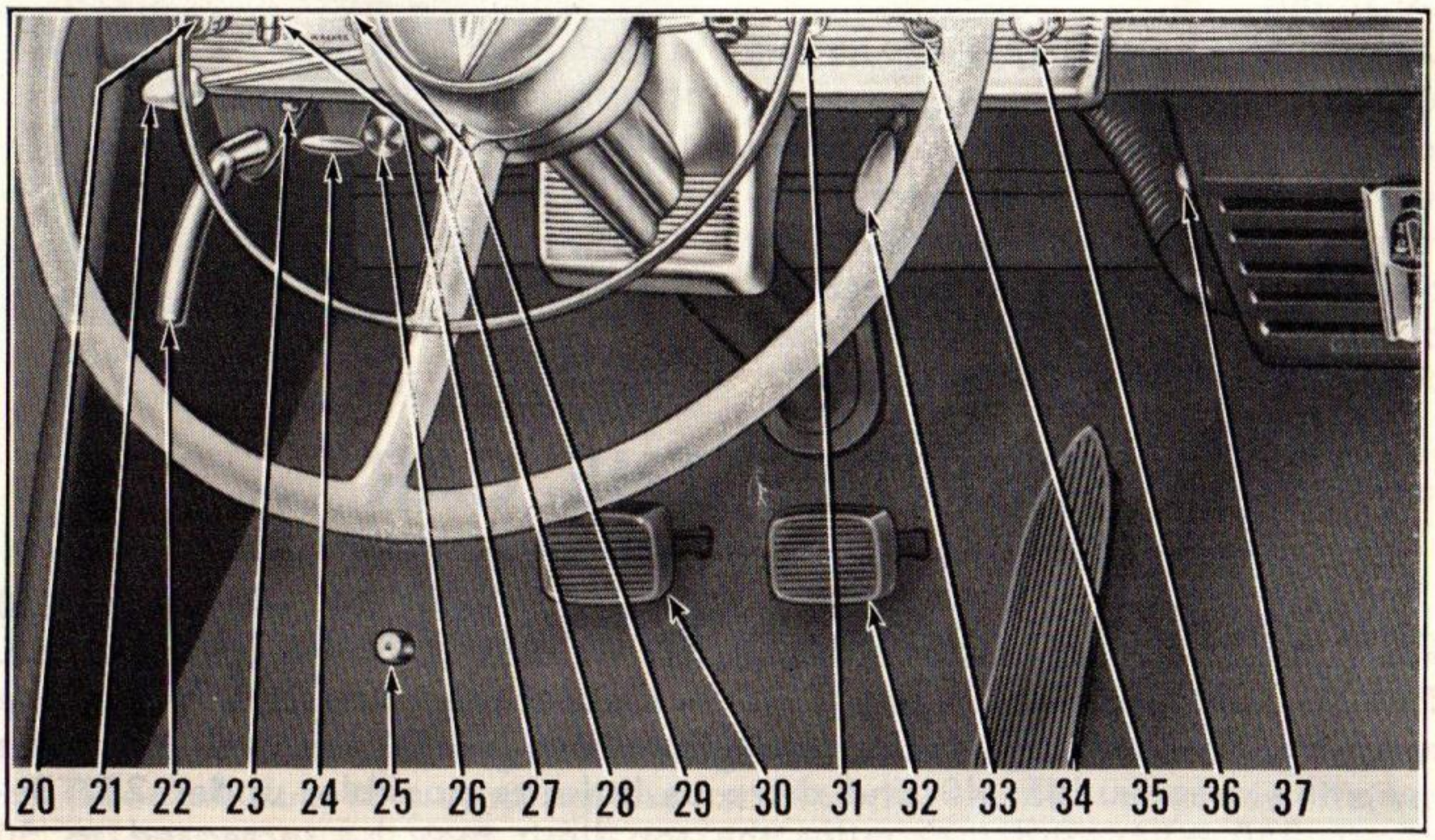


Figure 9

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 17.

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 16 through 19.

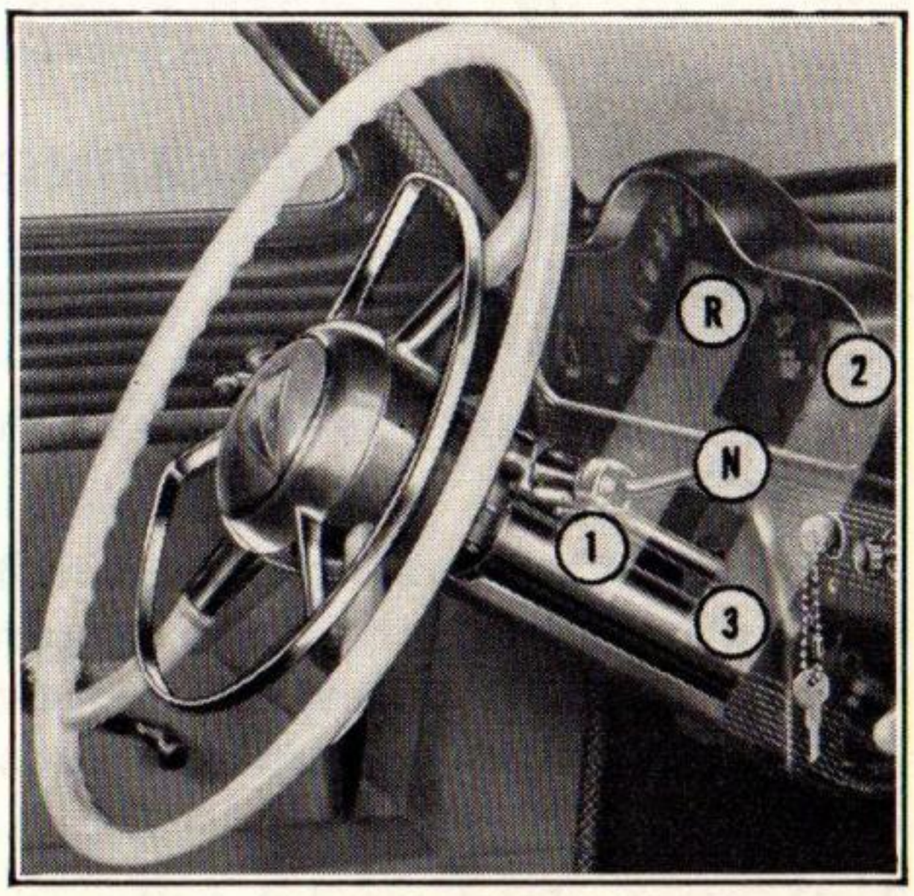


Figure 12

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 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 five positions and their markings are as follows:

N—Neutral and starting.

DR—Driving Range — Has two positions indicated by the letters "DR" and the figures 4 and 3 on the indicator dial. 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 and when getting car in motion on icy roads. Selector lever must be raised slightly when going into low range.



Figure 13

R—Reverse — Reverse position also used for holding car on grades. Selector lever must be raised slightly when going into low and reverse position.

STARTING THE ENGINE

Apply hand brake. Place selector lever in the Neutral (N) position. The engine cannot be started with the selector lever in any position but neutral, as a safety switch prevents the starter from operating.

PUSHING OR TOWING TO START ENGINE

Should it become necessary to start the engine by pushing or towng 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 25 miles per hour is reached. Then turn on ignition and move the selector lever either to the "DR-4" or "DR-3" 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 push or tow the car faster than 25 miles per hour. If for any reason the car has to be pushed or towed 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 been started, move the selector lever to the "DR-4" position for normal forward driving. This position provides reduced engine speeds, greater fuel and oil economy and smoother and more comfortable operation. Moving the lever to the "DR-3" position provides better acceleration and handling in congested traffic and more effective control when climbing or descending long mountain grades. 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. If the engine begins to labor when accelerating at low speeds or climbing steep grades in "DR-4", press accelerator pedal all the way to the floor board or move control lever into "DR-3" position. The control can be moved at will from "DR-4" to "DR-3" or vice versa when traveling at all car speeds **on dry roads.**

STOPPING THE CAR

To stop the car, simply release pressure on the accelerator pedal leaving selector lever either in the "DR-4" or "DR-3" position and apply the brakes in the usual manner. This allows the engine to remain "in gear" and helps to slow down the car, especially in the "DR-3" range.

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

PASSING

For quick acceleration when passing other cars or climbing grades, Hydra-Matic Drive automatically down shifts from 4th to 3rd gear when driving in the "DR-4" range and from 3rd gear to 2nd gear in the "DR-3" range, 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 in the "DR-4" range and 20 miles per hour in the "DR-3" range. Letting up on the accelerator pedal automatically returns the transmission to 4th speed when in the "DR-4" range and to 3rd speed when in the "DR-3" position.

LO RANGE

In the low range ("LO") position, the transmission operates only in second and first speeds and will not change to third and fourth regardless of engine speed. This provides maximum power for climbing steep grades and pulling through deep sand, as well as increased engine braking for descending steep grades. It is also best for getting the car under way on icy pavements. Downshift to first speed may be made at car speed below 10 miles per hour by pressing accelerator all the way to the floor.

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 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 back and forth quickly from the "R" (Reverse) position to the "LO" (Low) position at moderate engine speeds.

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.

OIL BATH TYPE
(Single Carburetor)

1. Loosen long clamp screw (B) at base (Figure 14), lift up and take off cleaner.
2. Remove wing nut (A) at top of cleaner, take out upper section and wash filter element in kerosene. 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, tighten screw moderately tight.

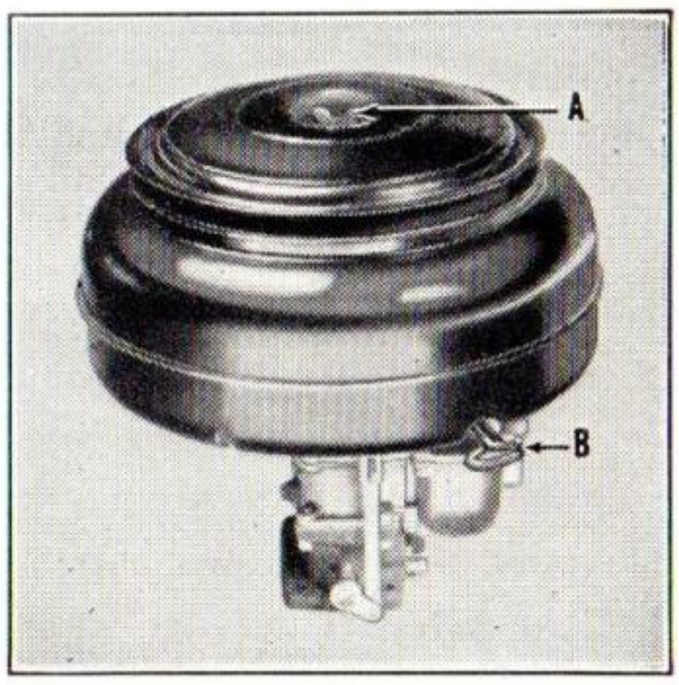


Figure 14

(Twin Carburetors)

1. Unscrew wing bolt (A) while holding lower Section (B) (Figure 15), remove lower Section (B).
2. Lift out filter element, clean in gasoline and drain.
3. Remove old oil from lower section, wash out dirt and grease 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.

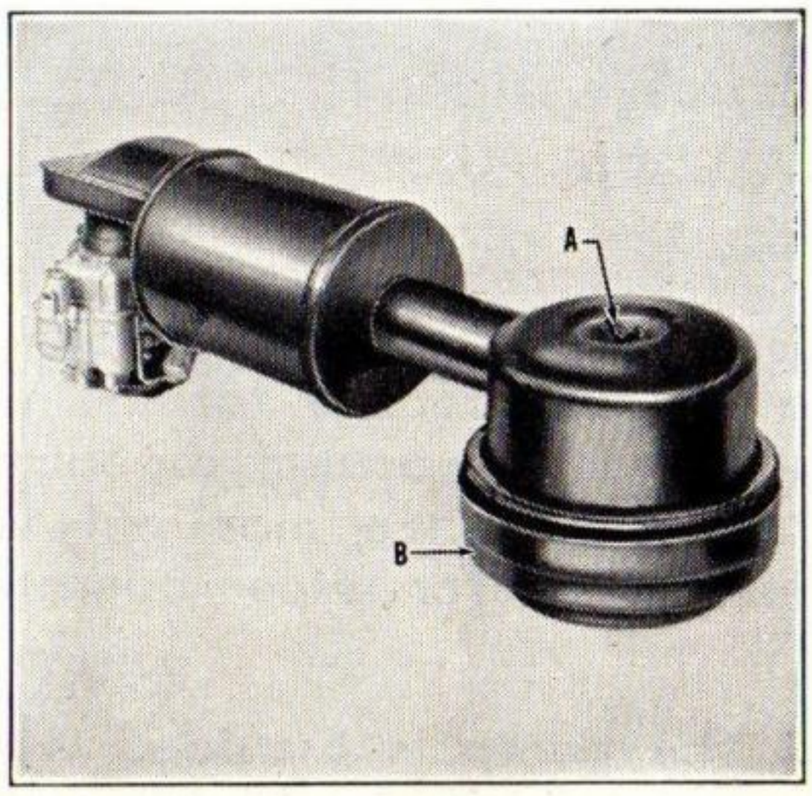


Figure 15

4. Place filter element and container in position without oiling and install lower section of cleaner with the dirt shield facing the front of the car.
5. Install and tighten wing bolt.

OIL WETTED TYPE
(Single Carburetor)

1. Remove wing nut (A) at top of cleaner (Figure 16) and lift off gauze unit.
2. Remove old oil and dirt by dipping the gauze unit in kerosene. Blow it dry and re-oil by dipping in engine oil, using the same grade as used in the engine.
3. Permit excess oil to drain off and reinstall unit in cleaners.

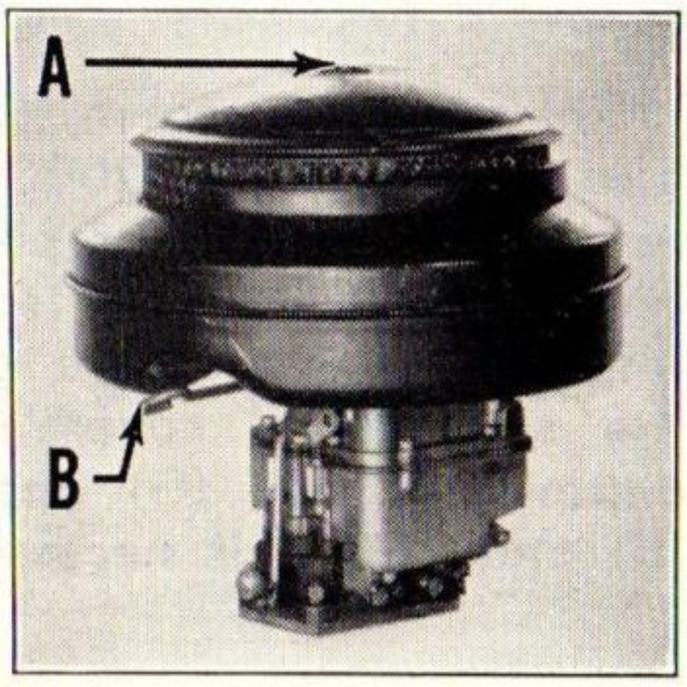


Figure 16

(Twin Carburetors)

1. Remove wing nut (A) and lift off cover (B) (Figure 17) and remove gauze unit (C).
2. Clean by dipping gauze unit in kerosene. Blow it dry and re-oil by dipping in engine oil, using the same grade as used in the engine.
3. Permit excess oil to drain off and reinstall unit in cleaner.

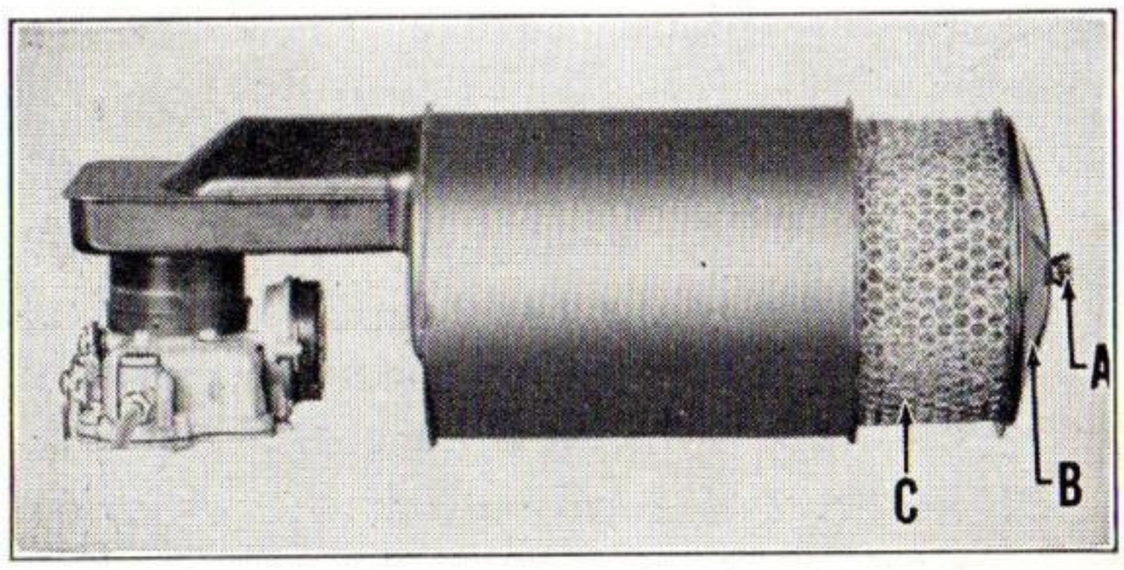


Figure 17

FUEL PUMP

The fuel pump (Figure 18) is of the mechanically operated diaphragm type. Continued use of contaminated fuels may require removal of the pump for disassembly and cleaning.

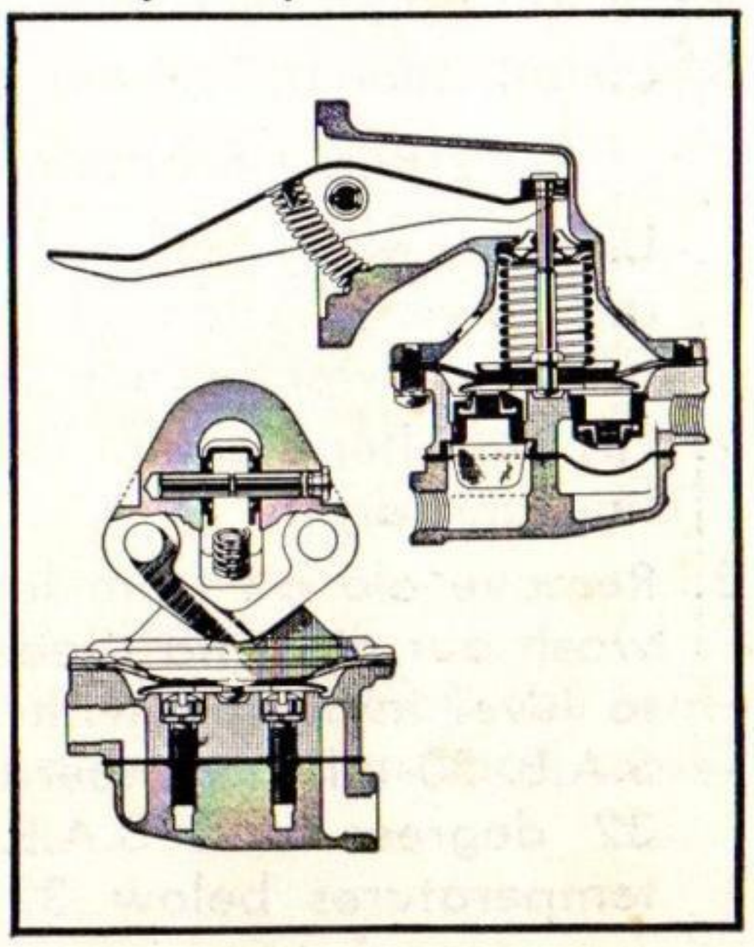


Figure 18

COMBINATION FUEL AND VACUUM PUMP

The vacuum section of the combination fuel and vacuum pump acts as a vacuum booster for the windshield wiper. The vacuum diaphragm operates only when manifold vacuum is insufficient for wiper operation.

The pump is provided with a screen which should be cleaned every 2000 miles by removing the lower cap screw (A) and bowl (B), (Figure 19). Before replacing screen (C) and bowl gasket (D), carefully examine them and renew if necessary.

The air filter screen (G) should also be cleaned at 2000 mile intervals. This is accomplished by removing top cover screw (E) and cover (F). Before replacing the screen and cover, carefully examine screen (G) and gasket (H) and renew if necessary.

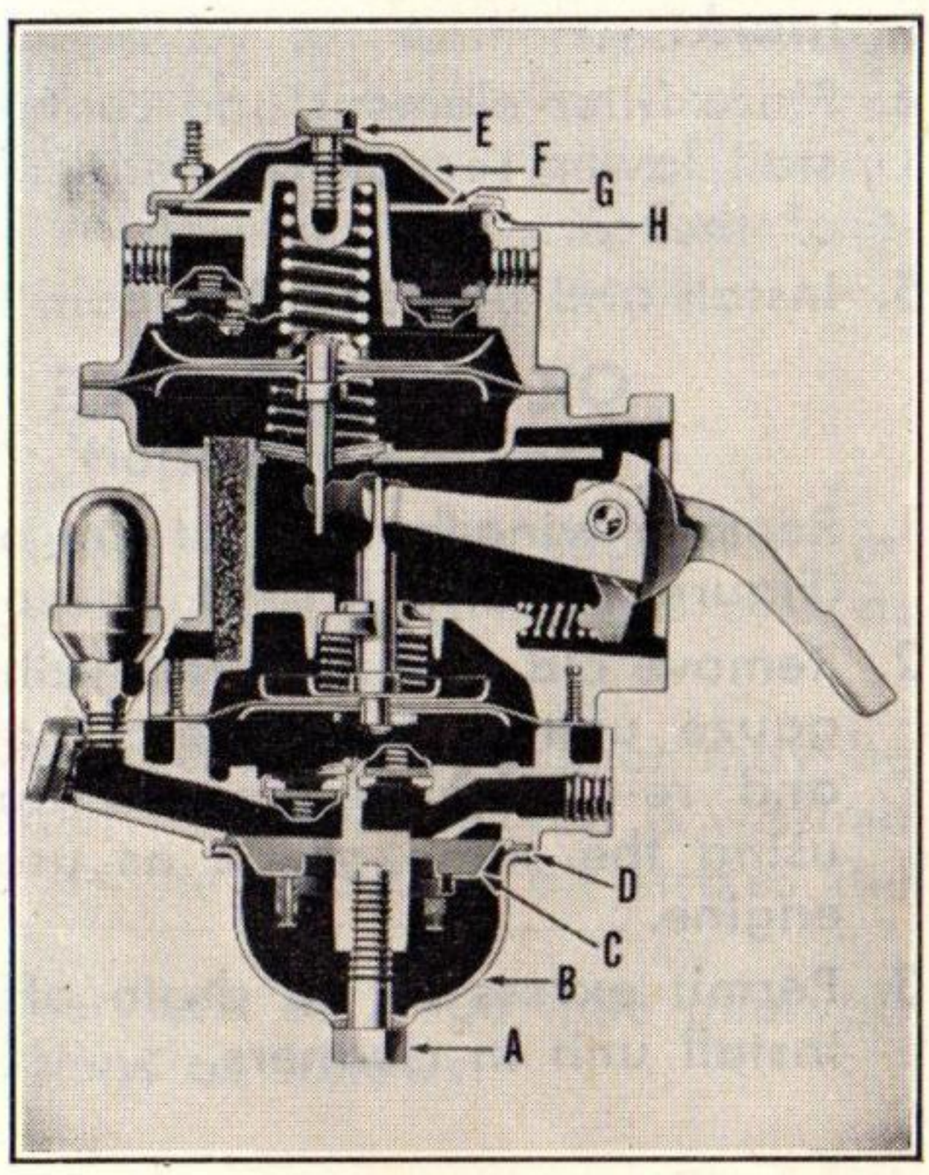


Figure 19

Although tires and wheels are balanced when they leave the factory, subsequent tire wear causes them to go out of balance. To maintain proper balance and assist in prolonging tire life, it is recommended that the wheel and tire assemblies be checked for balance every 3000 to 4000 miles and whenever a tire is repaired or recapped. Your Authorized Hudson Dealer has the necessary equipment to perform this work.

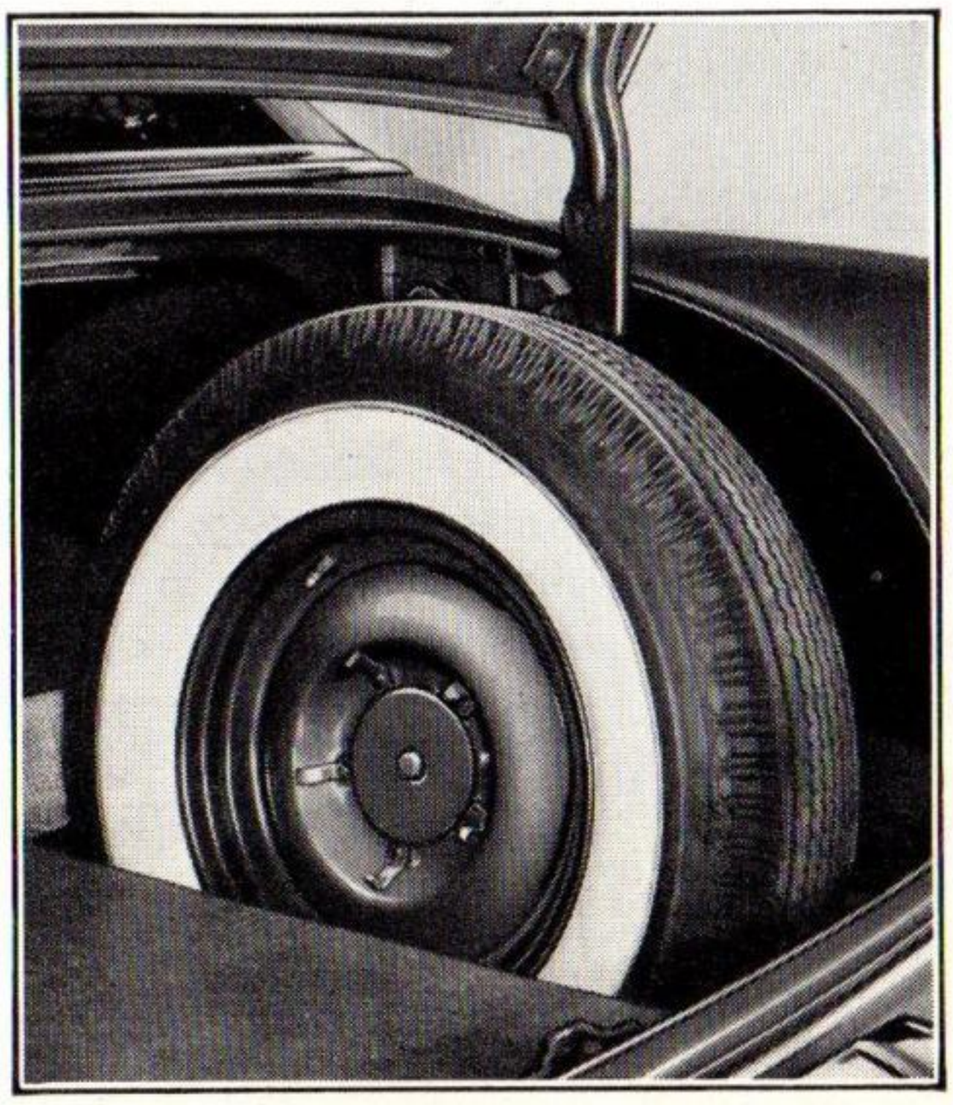


Figure 21

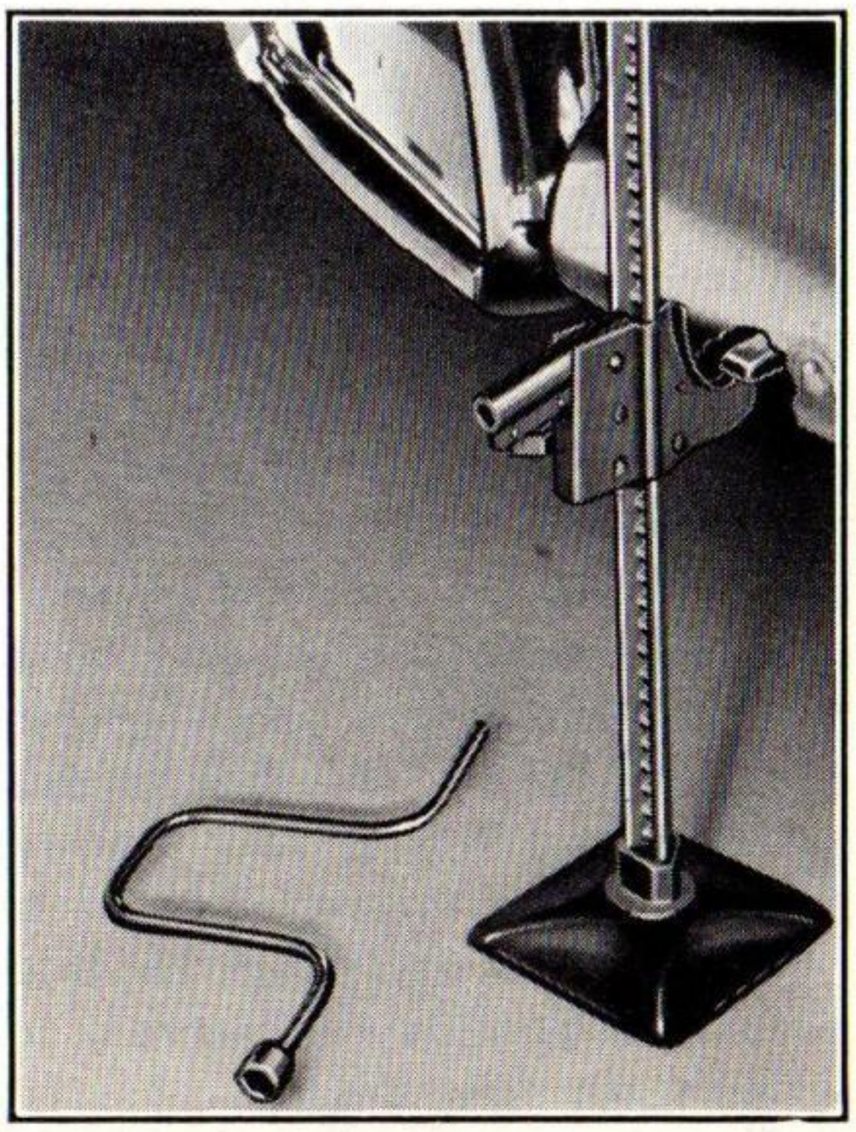


Figure 22

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 22 and 23. 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 24.

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

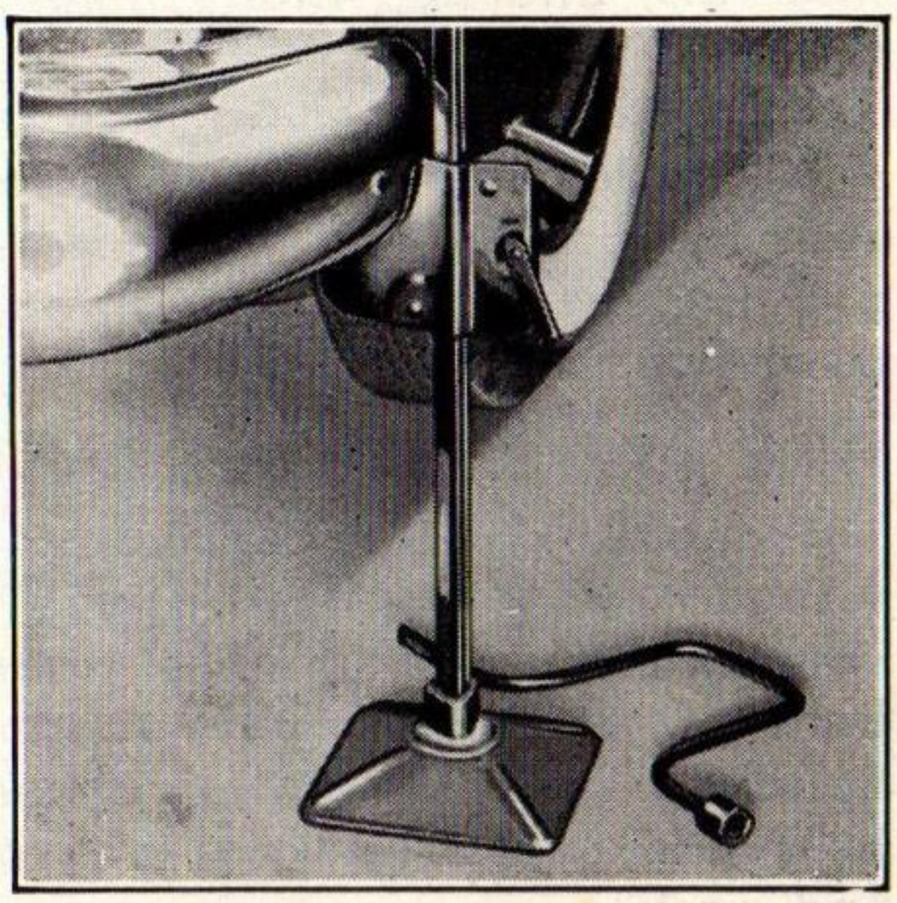


Figure 23

pilot stud is at top, remove all 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.

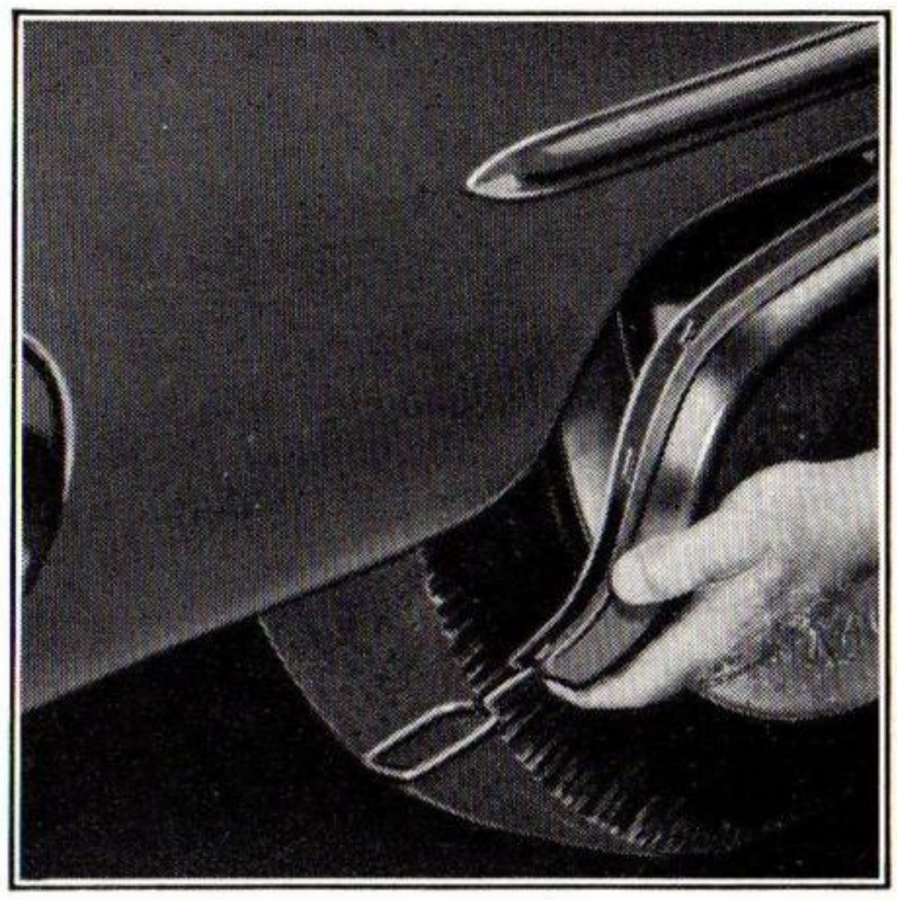


Figure 24

COOLING SYSTEM

RADIATOR CAP—All models are equipped with a pressure type radiator filler cap which is designed to maintain a 7 lb. 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 ¼ 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.

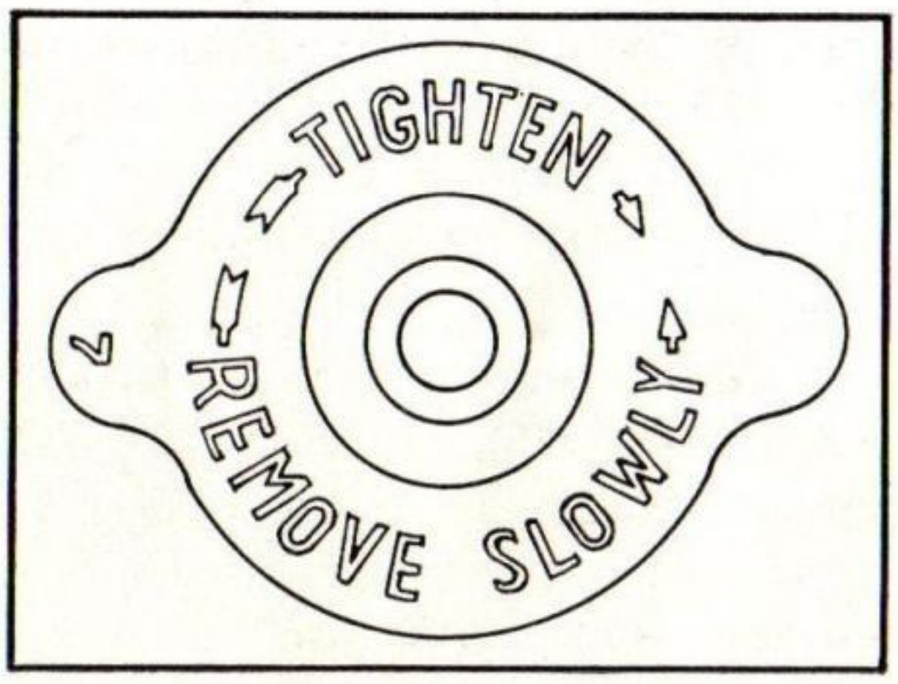


Figure 25

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.

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.

To maintain maximum protection against corrosion, drain and discard the anti-freeze solution after one winter's use. Anti-freeze inhibitors are continually depleted by use and will eventually reach a corrosive condition.

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.

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 ¾", as shown at "C" in the illustration, (Figure 27).

Adjustment is made by loosening cap screws and nuts (D), (E) and (F), Figure 26). When proper position has been obtained, be sure to tighten screws and nuts securely.

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 attaching screw.
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.

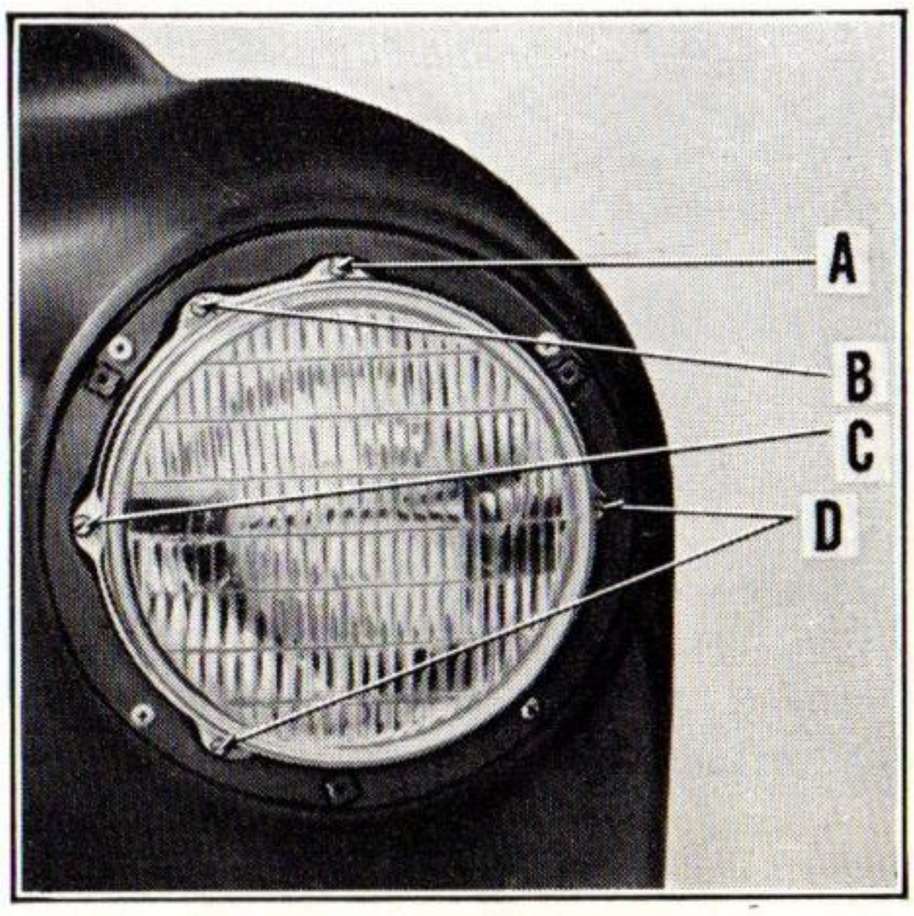


Figure 29

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	4015	Sealed	3 Prong
Spot Light—Sealed Beam	4535	Sealed	3 Prong
Parking Light	63	3	Single
Generator and Oil Indicator	55	2	Single
Back-Up Light	1133	32	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 electrical

MAINTAINING PROPER FRONT END ALIGNMENT — To prolong tire life and assure easy car handling and maximum safety, it is essential that proper front end alignment be maintained.

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.

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 30.

EVERY 1,000 MILES

VISCOUS 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	Clutch Pedal Bearing	1
Lower Support Arm Support Bushing	2	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

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

Rear Axle ..... Check Level

GEAR OIL—S.A.E. 140

Universal Joint Needle Rollers ..... 3 Points

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 30.
Generator ..... 2 Points
Distributor ..... 4 Points
Air Cleaner—Standard—Wash and re-oil.
Air Cleaner—Oil Bath—
Remove, wash and add new oil.
Oil Filler Pipe Cap—Wash and re-oil.
Throttle Operating Linkage .....All Joints
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

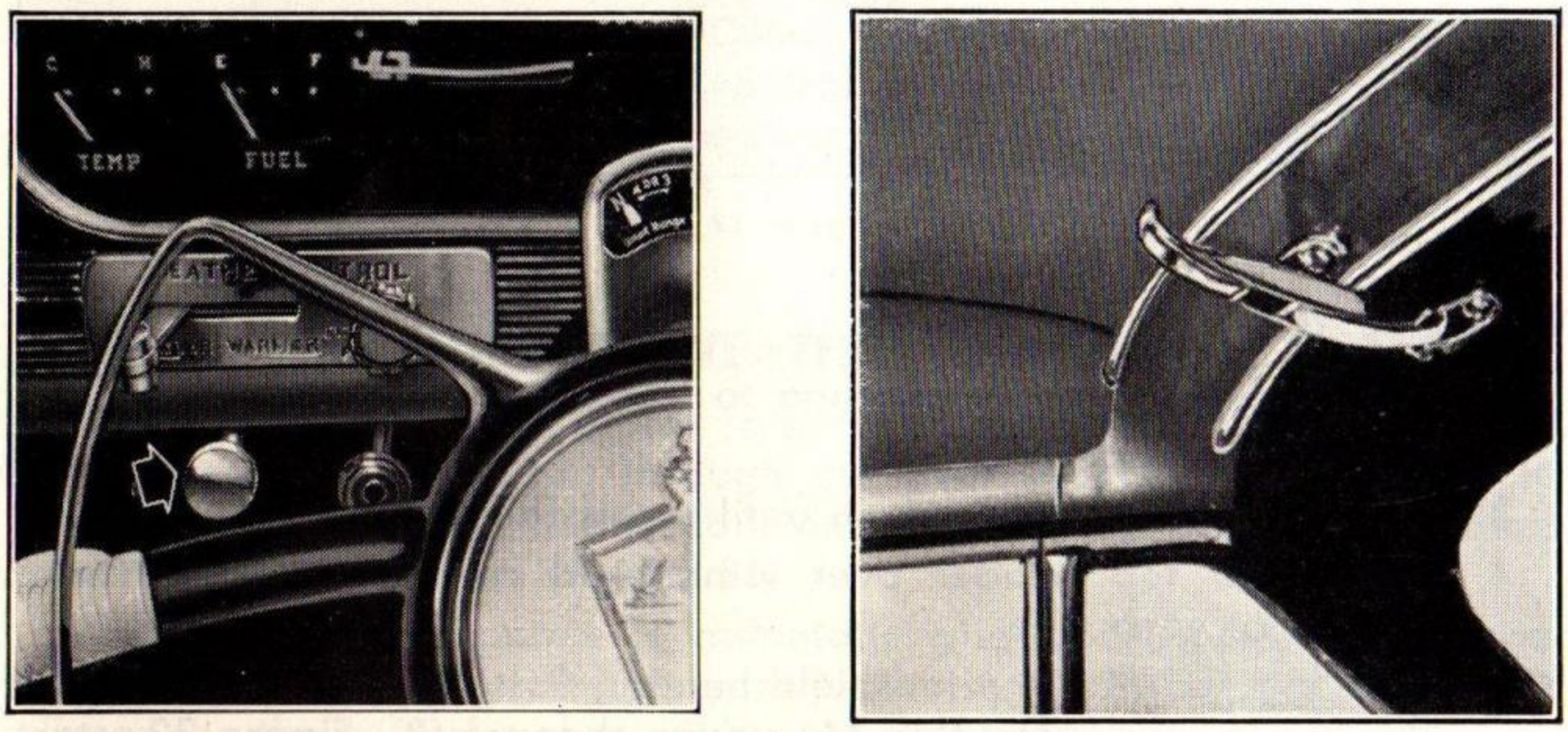


Figure 31

COLD WEATHER DRIVING

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

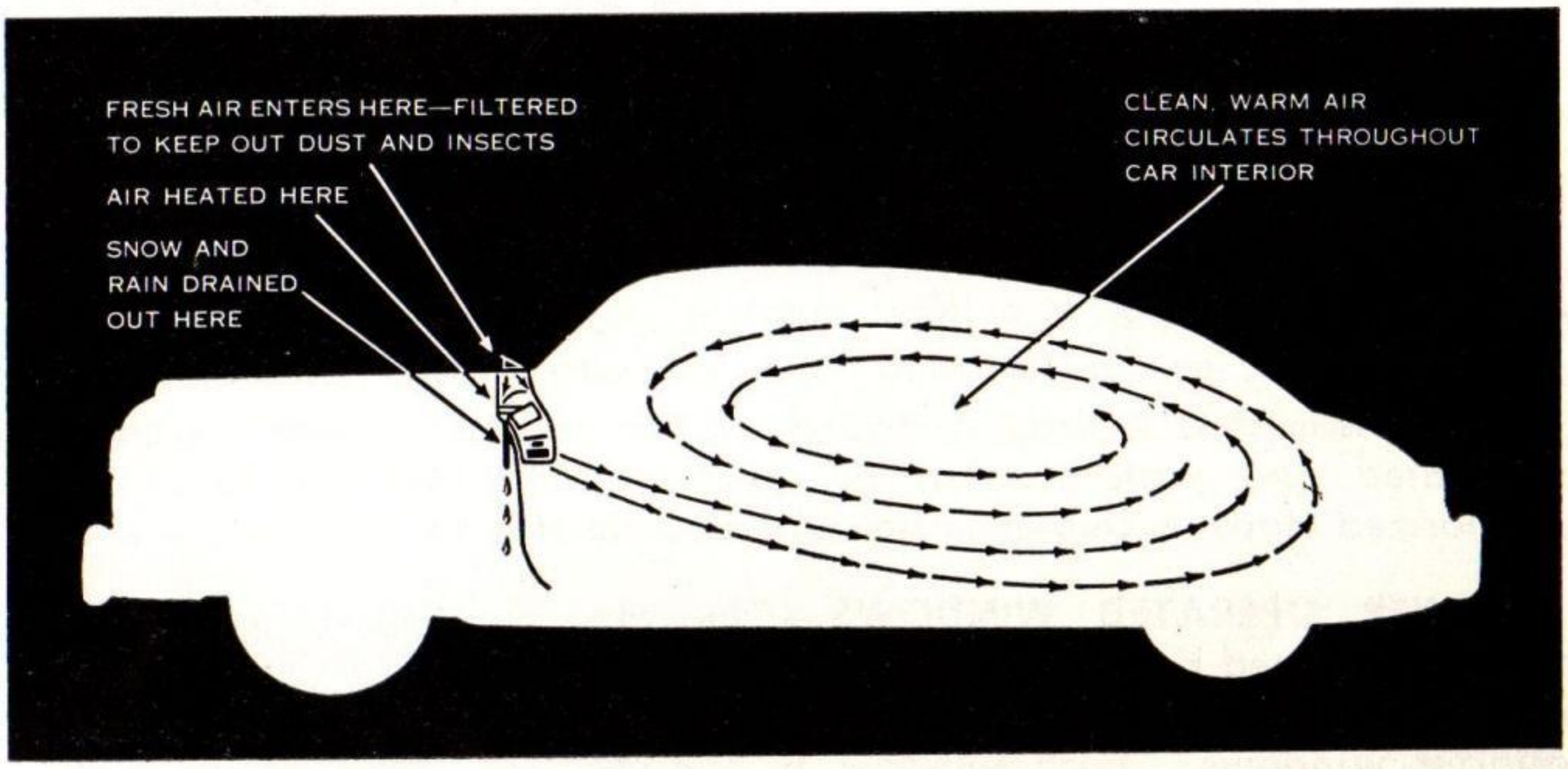


Figure 35

2. Move Temperature-Control lever, Figure 36, to the right to increase heat and to the left to decrease heat.

3. If the car is standing or being driven at slow or intermittent traffic speed, 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.

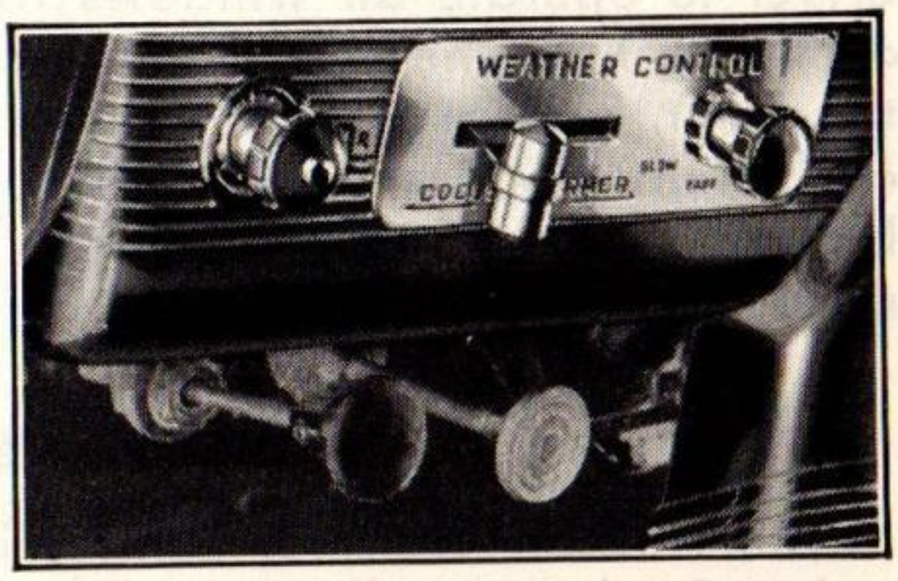


Figure 36

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.

NOTE: To obtain maximum efficiency of your Hudson Weather-Control during cold weather driving, the following rules should be observed:

A. The cowl ventilator should be kept fully open, after the engine warm-up period, except when driving at high speeds in extremely cold weather when partial closing of the ventilator will increase the temperature of the air entering the car. Water or snow entering the cowl ventilator while driving is trapped and drained off, Figure 38.



Figure 37

B. Ventilating wings and windows should be fully closed except as outlined in paragraph 5. Open windows or vent wings cause loss of heat and prevent normal circulation of air and heat in the passenger compartment.

C. A knob (1) located on the left side of the heater case, Figure 37, controls the amount of air directed on the driver's feet. The maximum is obtained when this knob is in the up position.

WARM WEATHER DRIVING

1. Open cowl ventilator fully and push the automatic temperature control lever to the extreme left.
2. At Low Speeds (normal driving) windows and ventilating wings can be opened as desired for additional air circulation.

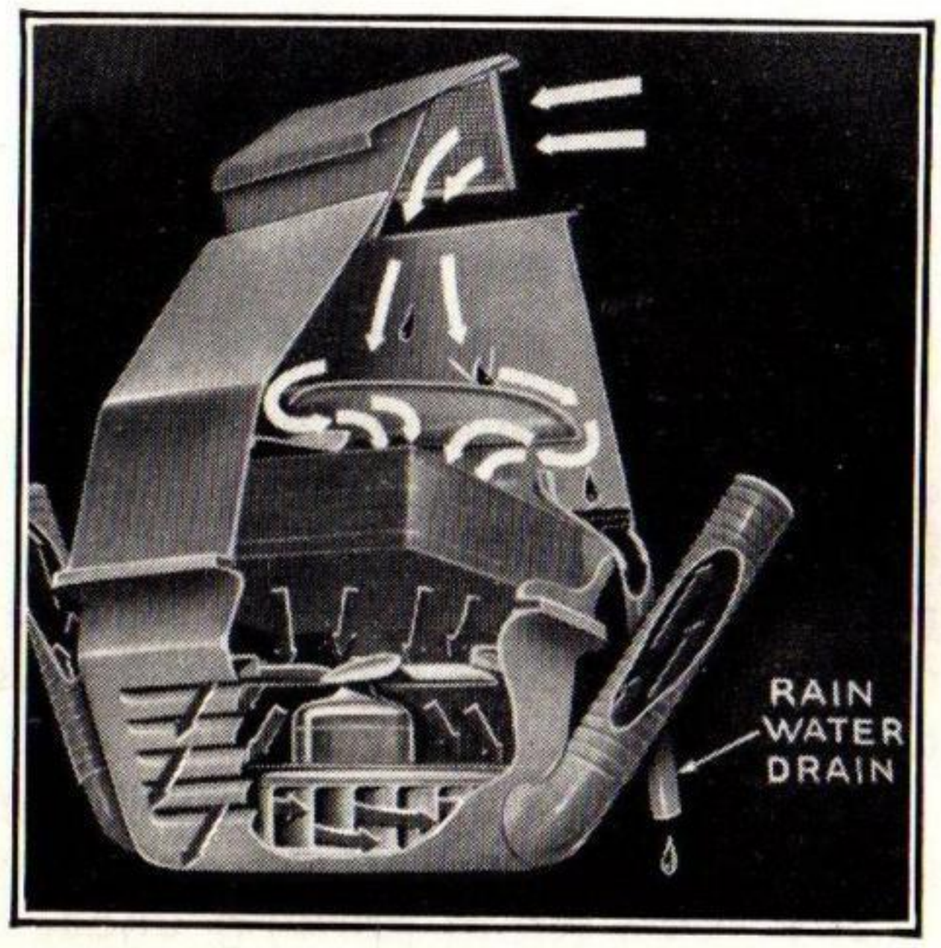


Figure 38

3. At High Speeds, close windows and ventilating wings for minimum wind noise. Opening the rear quarter wings slightly on sedans will help maintain full air-flow throughout the passenger compartment.
4. When Driving on Dusty Roads, keep the cowl ventilator fully open and keep all windows and ventilating wings closed. This maintains a slight air pressure in the passenger compartment preventing dust from entering.

RADIO

OFF-ON AND VOLUME CONTROL — To turn the receiver on, press in any of the push buttons except the one at the extreme left. This will automatically bring in the station for which the button has been set. To regulate the volume, turn volume control knob (B Figure 39) clockwise or counter-clockwise. To turn off the receiver, press in the button (E) at the extreme left.

TONE CONTROL — The tone control ring (A) is located behind the volume control knob. Rotating this ring clockwise will emphasize the high notes while turning it to the left will bring out the bass notes.

MANUAL TUNING — After the receiver has been turned on by pressing in one of the five push buttons, it may be tuned manually to other stations by turning the manual tuning knob (D). This can be done at any time without disturbing the automatic setting.

AUTOMATIC TUNING — There are five automatic tuning positions, one for each of the five buttons (F) which may be adjusted to the stations desired. If the positions have not been adjusted previously, your Hudson Dealer can do this for you. Details will also be found in the Radio Owner Manual in the locker box.

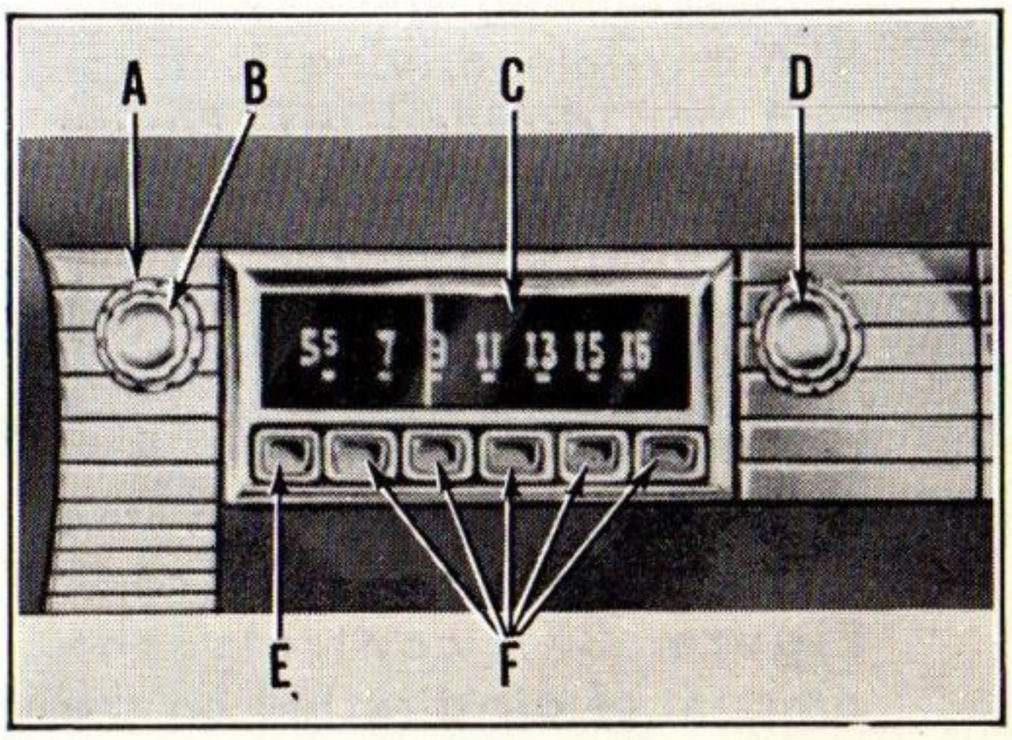


Figure 39

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 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.

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.

SPECIFICATIONS

HUDSON WASP — MODEL 4D

Body Types	Wheel-base	Starting Serial No.	No. of Cyls.	Bore	Stroke	A.M.A. H.P.	Weight Pounds
Two Door Sedan	119″	269060	6	3 9/16″	3 7/8″	30.4	
Four Door Sedan	119″	and	6	3 9/16″	3 7/8″	30.4	
Club Coupe	119″	up	6	3 9/16″	3 7/8″	30.4	

HUDSON SUPER WASP — MODEL 5D

Two Door Sedan	119″	269060	6	3 9/16″	4 3/8″	30.4	
Four Door Sedan	119″	and	6	3 9/16″	4 3/8″	30.4	3525
Club Coupe	119″	up	6	3 9/16″	4 3/8″	30.4	
Convertible Brougham	119″		6	3 9/16″	4 3/8″	30.4	
Hollywood	119″		6	3 9/16″	4 3/8″	30.4	

HUDSON HORNET — MODEL 7D

Four Door Sedan	124″	269060	6	3 13/16″	4 1/2″	34.9	3620
Club Coupe	124″	and	6	3 13/16″	4 1/2″	34.9	
Convertible Brougham	124″	up	6	3 13/16″	4 1/2″	34.9	
Hollywood	124″		6	3 13/16″	4 1/2″	34.9	

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.

Code numbers indicating color of the paint and the color and kind of trim are also stamped on the metal plate attached to the right front door body hinge post.

306981 3.07-1 Recommend

Ring Gear in car now

got 307564 4.09

3.31

Ring Gear that was in car when I got it.

March 6 '64 Changed oil at 53,885 - 10-W30 +
May 12 '64 - New plugs at 54,117 mi.

"6"

Dist. year			Advance Start at.	Full advance
51-54 -	1AT	4203 —	1@300	10@1200
51-56	1AT	4203A —	1@500	9@2000
53-56	1AT	4202 —	1@300	13½@1500

	year		Vac. advance
1AT-4203	51-54	-	9½ — 12 - 5.0
1AT-4203A	51-54	-	9½ - 11¼ - 3.7
1AT-4202	53-56	-	5¼ - 9½ 7½

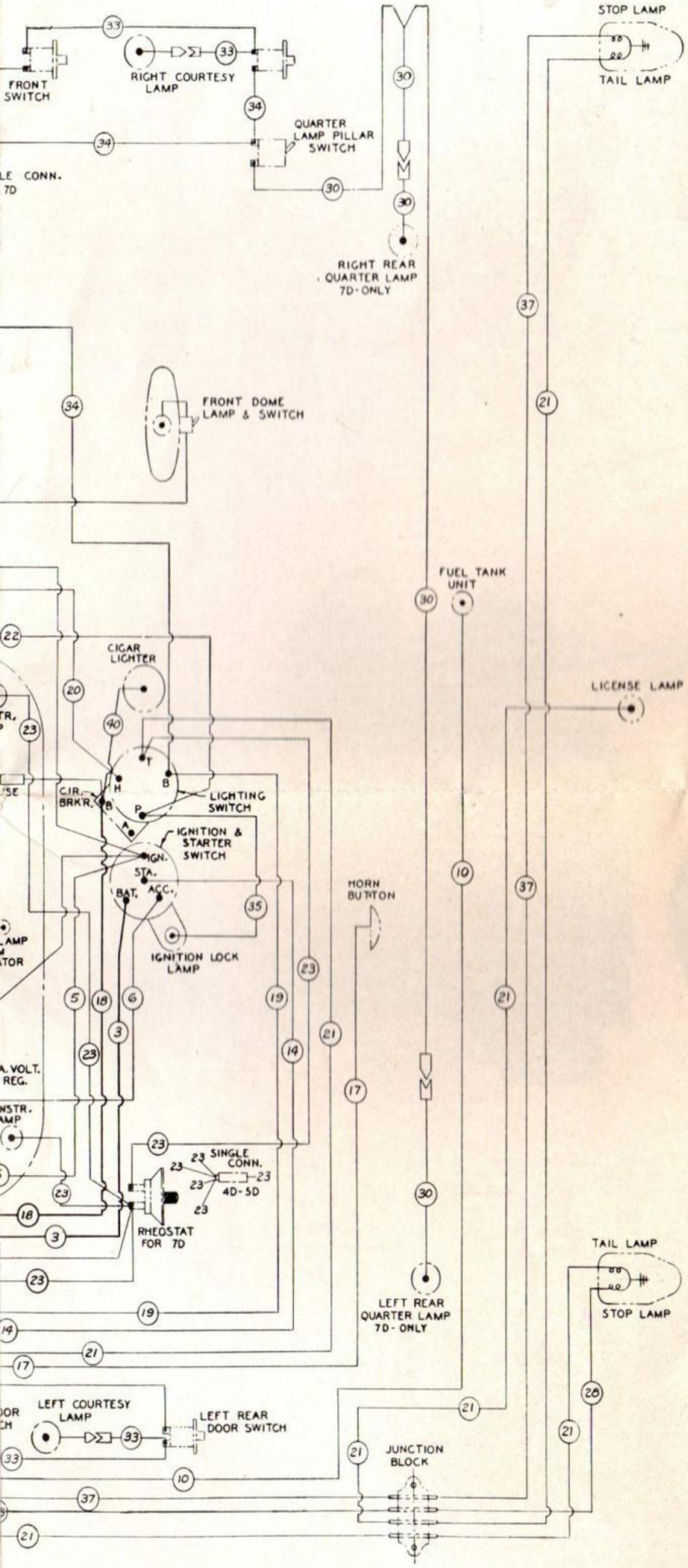
Lubrication Charts and Wiring Diagram

WIRING DIA

153624

PARKING LAMP
*UPPER BEAM
LOWER BEAM
HEADLAMP JUNCTION BLOCK
GRILLE ORNAMENT LAMP SD-70
OIL PRESSURE SENDING UNIT
HORN
WATER TEMP SENDING UNIT
305410 - CLIP
GENERATOR
FRONT ENGINE MOUNT
IGNITION COIL
STARTER
DASH PANEL GROMMET
BATTERY
STARTER SOL.
GENERATOR CHARGE REGULATOR
HORN RELAY
STOP LAMP SWITCH
DASH
CIRCUIT BREAKER
CLOCK
INSTR. LAMP
SPEEDO-METER
OIL SIGNAL
GEN. SIGNAL
FUEL GAGE
WTR TEMP UNIT
DOUBLE CONN.
FOOT DIMMER SWITCH
GROMMET IN COWL SIDE PANEL
LEFT FRONT DO
SWIT
BATTERY DRIP PAN
SECTION A-A
½ EXPOSED PORCELAIN
SECTION B-B

GRAM



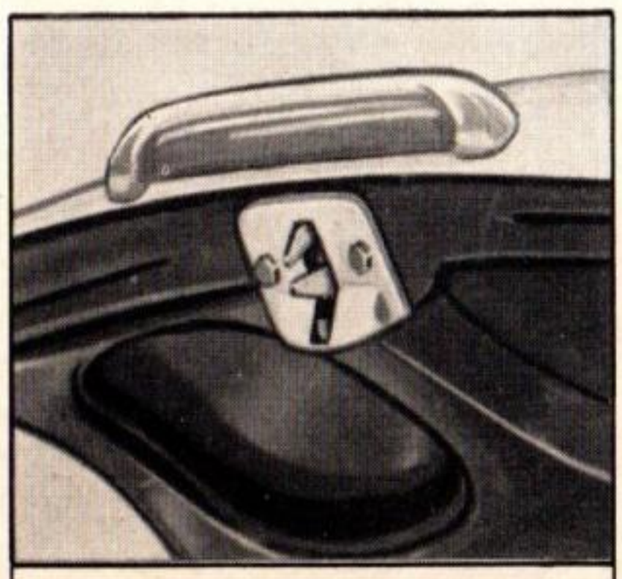
CIRCUIT NO.	WIRE SIZE	COLOR	CIRCUIT NAME
1	1	BLACK	BATTERY TO STARTER CABLES
2		BRAIDED STRAP	BATTERY GROUND
3	12	YELLOW	IGNITION SWITCH FEED
4	10	BLACK	STARTER SOL. TO REG. "B" TERM. MAIN CIR. BREAKER & HORN RELAY FEED
5	18	RED	TELL-TALE LAMPS FEED
6	18	BLACK & RED	IGN. SWITCH TO GAUGE VOLTAGE REG.
7	18	GREEN	GENERATOR SIGNAL
8	16	BLACK	OIL PRESSURE SIGNAL
9	18	ORANGE	WATER TEMPERATURE GAUGE
10	16	BLUE	FUEL GAUGE 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 CONN.
16	12	YELLOW	HORN FEED
17	14	WHITE OR BLACK	HORN BUTTON WIRE
18	12	BLACK	LIGHT SWITCH WIRE
19	14	WHITE	LIGHT SW. FEED TO AUX. CIR. BREAKER
20	12	YELLOW	FOOT DIMMER 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	STOP LIGHT FEED (BODY HARNESS)
29	16	WHITE	DOME LIGHT SWITCH 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 (FURNISHED WITH CLOCK)

FULL LINES.....INDICATE WIRES FOR ALL MODELS EXCEPT AS NOTED.

DOT AND DASH LINES.....INDICATE OUTLINE OF PARTS

4D-5D-7D L.H. DRIVE

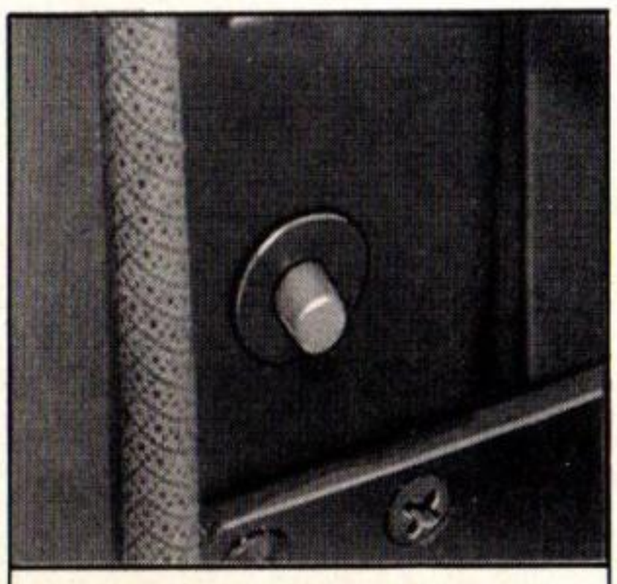
BODY LUB



REAR COMPARTMENT DOOR LOCK

WATER RESISTANT GREASE

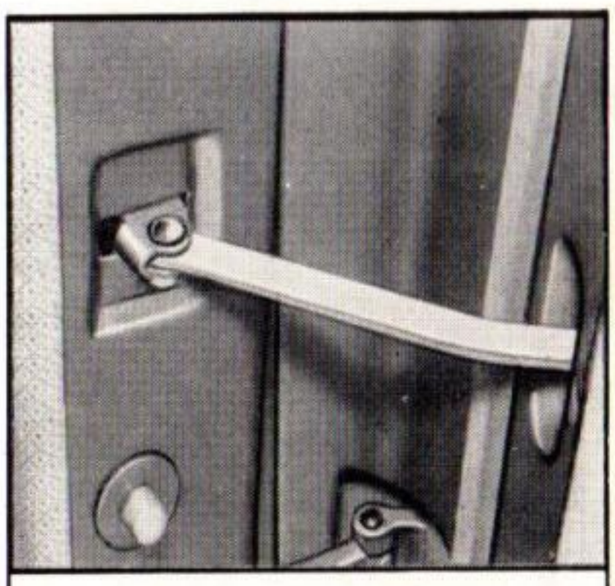
1 POINT



COURTESY LIGHT SWITCH

WATER RESISTANT GREASE ON SWITCH PLUNGER.

1 POINT EACH DOOR



DOOR CHECK ARM

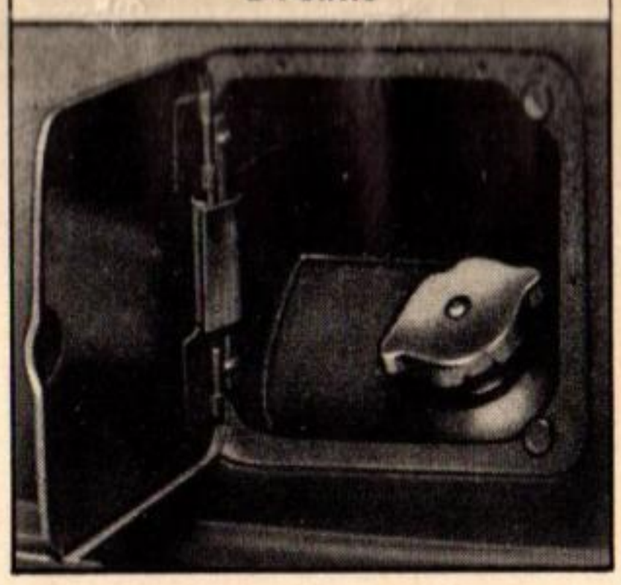
WATER RESISTANT GREASE ON ARM AND PIVOT.

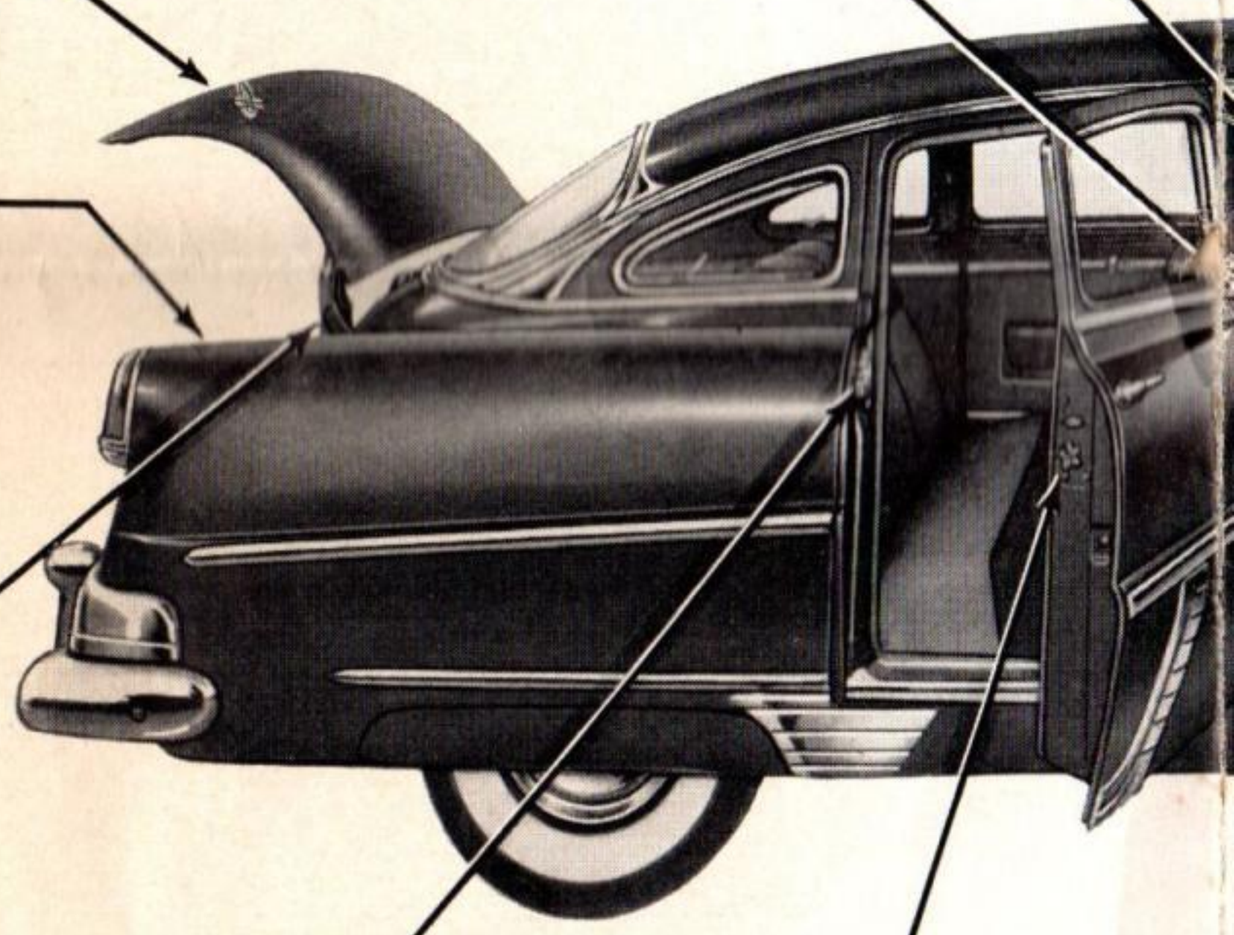
2 POINTS EACH DOOR

FUEL TANK FILLER DOOR

LIGHT ENGINE OIL ON HINGE PIN

2 POINTS

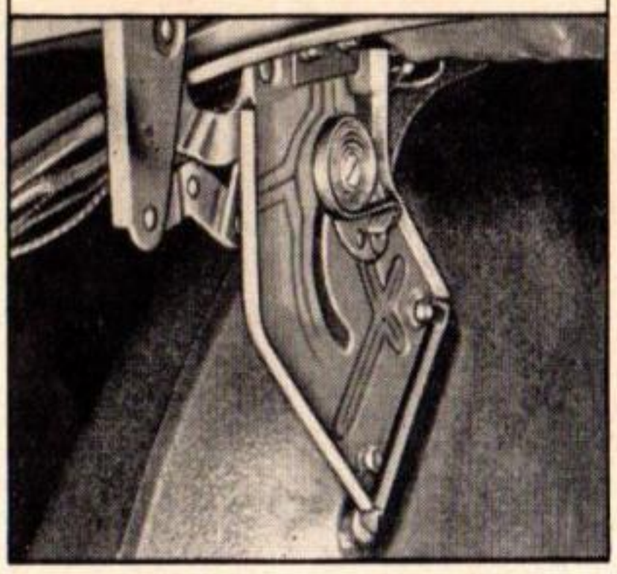




REAR COMPARTMENT DOOR HINGE

WATER RESISTANT GREASE ON HINGE PIVOT PIN AND SPRING.

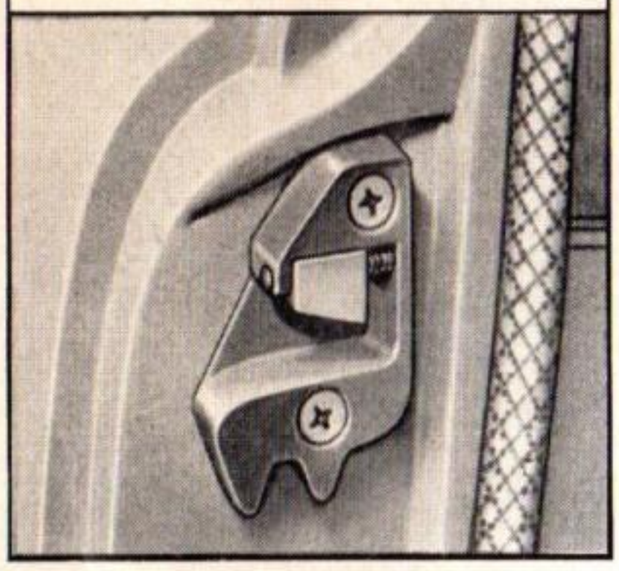
ENGINE OIL 4 POINTS EACH SIDE



DOOR STRIKER

ENGINE OIL ON STRIKER WEDGE AND PIN.

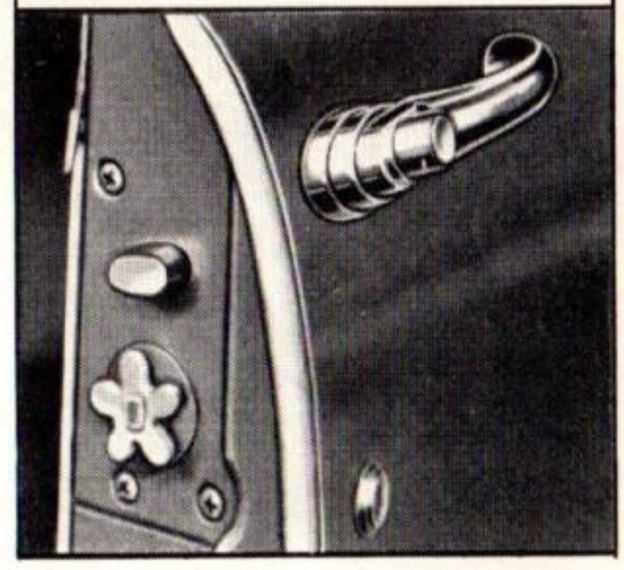
2 POINTS EACH STRIKER



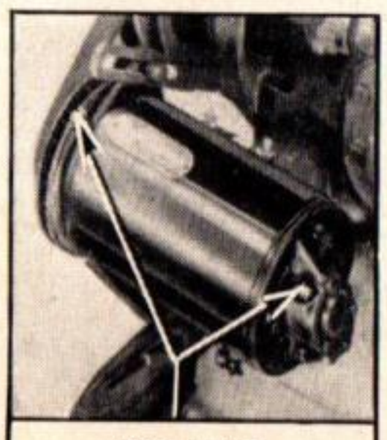
DOOR LOCK STAR WHEEL AND DOVETAIL

WATER RESISTANT GREASE ON STAR WHEEL AND TOP AND BOTTOM FACES OF DOVETAIL.

2 POINTS EACH DOOR



CHASSIS LU

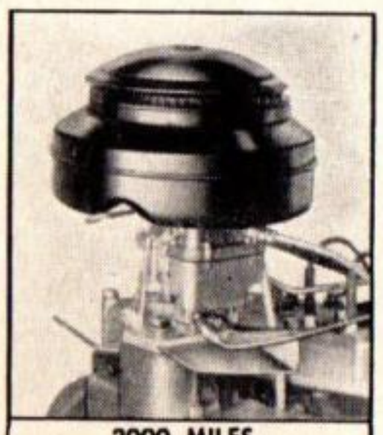


2000 MILES

GENERATOR BEARINGS

2 POINTS

USE ENGINE OIL



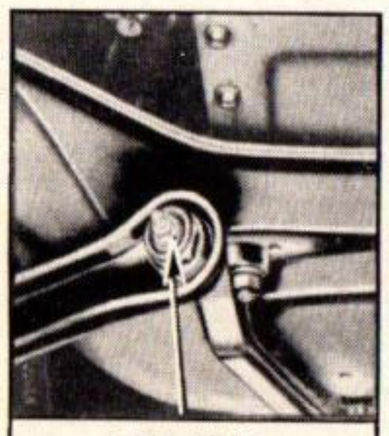
2000 MILES

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

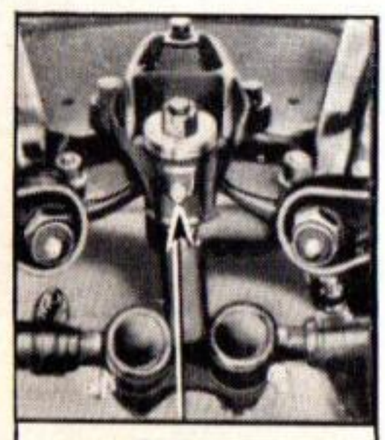


1000 MILES

LOWER SUPPORT ARM PIVOT BUSHINGS

4 POINTS

USE VISCOUS GREASE

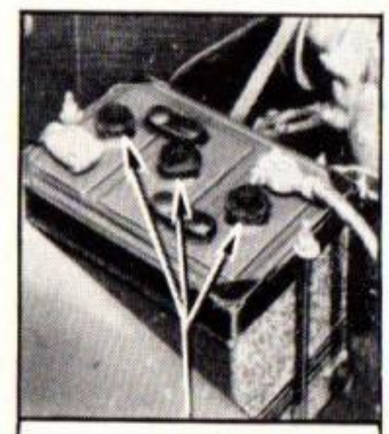


1000 MILES

CENTER STEERING ARM PIVOT BEARING

1 POINT

USE VISCOUS GREASE



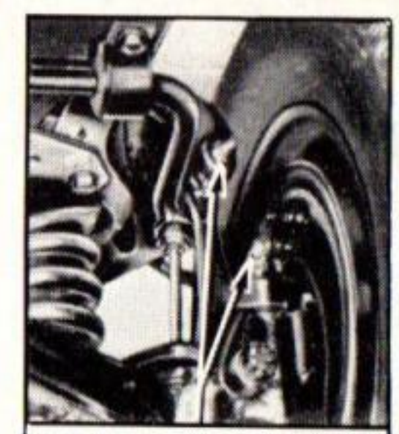
1000 MILES

BATTERY

ADD DISTILLED WATER

FILL TO □

KEEP PLATES COVERED



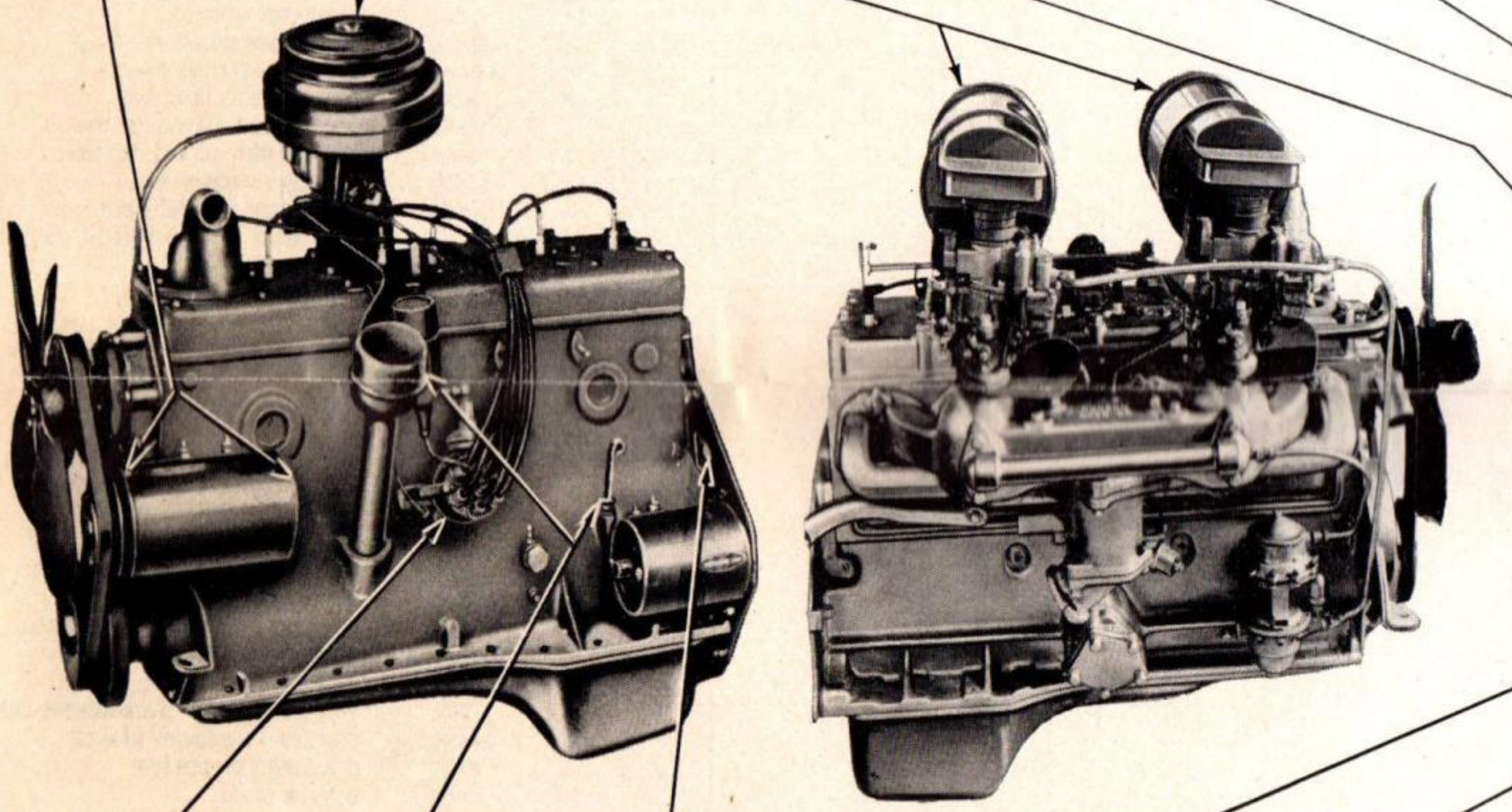
1000 MILES

UPPER SUPPORT ARM

ECCENTRIC BUSHING—2 POINTS

STEERING SPINDLE PIVOT PIN

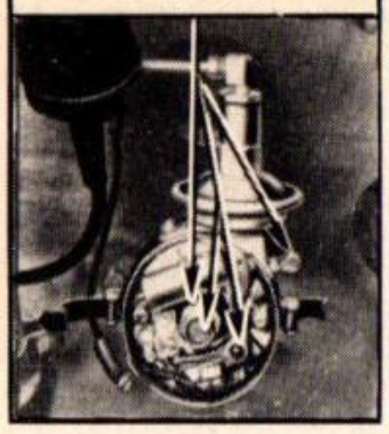
2 POINTS—USE VISCOUS GREASE



2000 MILES

DISTRIBUTOR

CONTACT ARM PIVOT
WICK TOP OF SHAFT
SHAFT OIL CUP
CAM LOBES
USE ENGINE OIL

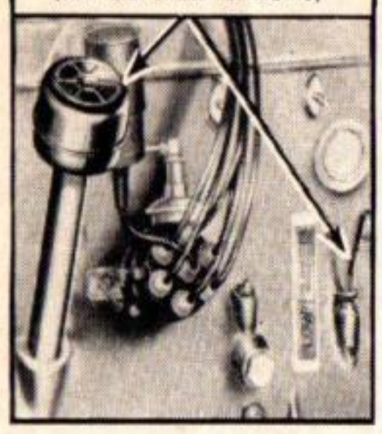


2000 MILES

CRANK CASE

CHECK LEVEL FREQUENTLY

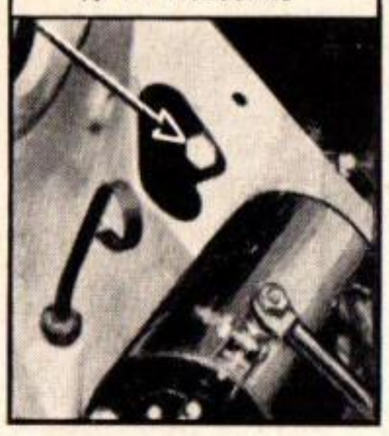
DRAIN AND REFILL ENGINE OIL (SEE OIL SPECIFICATIONS)



5000 MILES

CLUTCH

⅓ PINT HUDSONITE

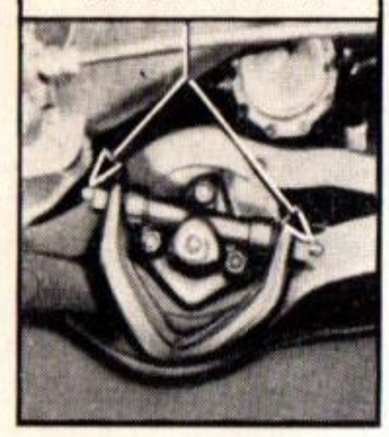


1000 MILES

UPPER SUPPORT ARM PIVOT BUSHINGS

4 POINTS

USE VISCOUS GREASE



1000 MILES

LOWER SUPPORT ARM TO SUPPORT PIVOT BUSHING

2 POINTS

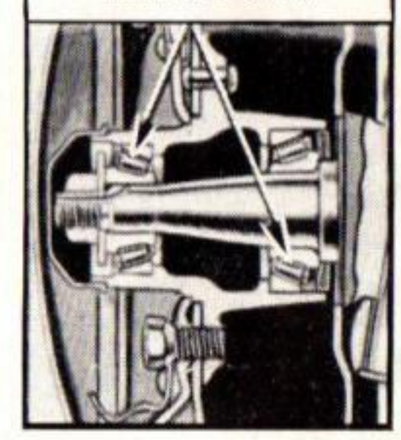
USE VISCOUS GREASE



10,000 MILES

FRONT WHEEL BEARINGS

CAPACITY—4 OUNCES
2 POINTS
USE A MILLED SODIUM SOAP BASE GREASE



GENERAL LUBRICATION INFORMATION

ENGINE LUBRICATION

REFILL CAPACITY ..... 7 QUARTS (6 I.Q.–6½ L). ENGINE OIL SHOULD BE DRAINED AFTER EXPIRATION OF FIRST 500 MILES OF DRIVING, AND THEREAFTER AT INTERVALS OF 2,000 MILES. DUSTY CONDITIONS WARRANT MORE FREQUENT CHANGING. REFER TO PAGE 30 FOR VISCOSITY CHART.

MISCELLANEOUS POINTS

(USE HAND OILER)

THROTTLE LINKAGE ..... OIL ALL JOINTS

BRAKE LINKAGE ..... OIL ALL JOINTS

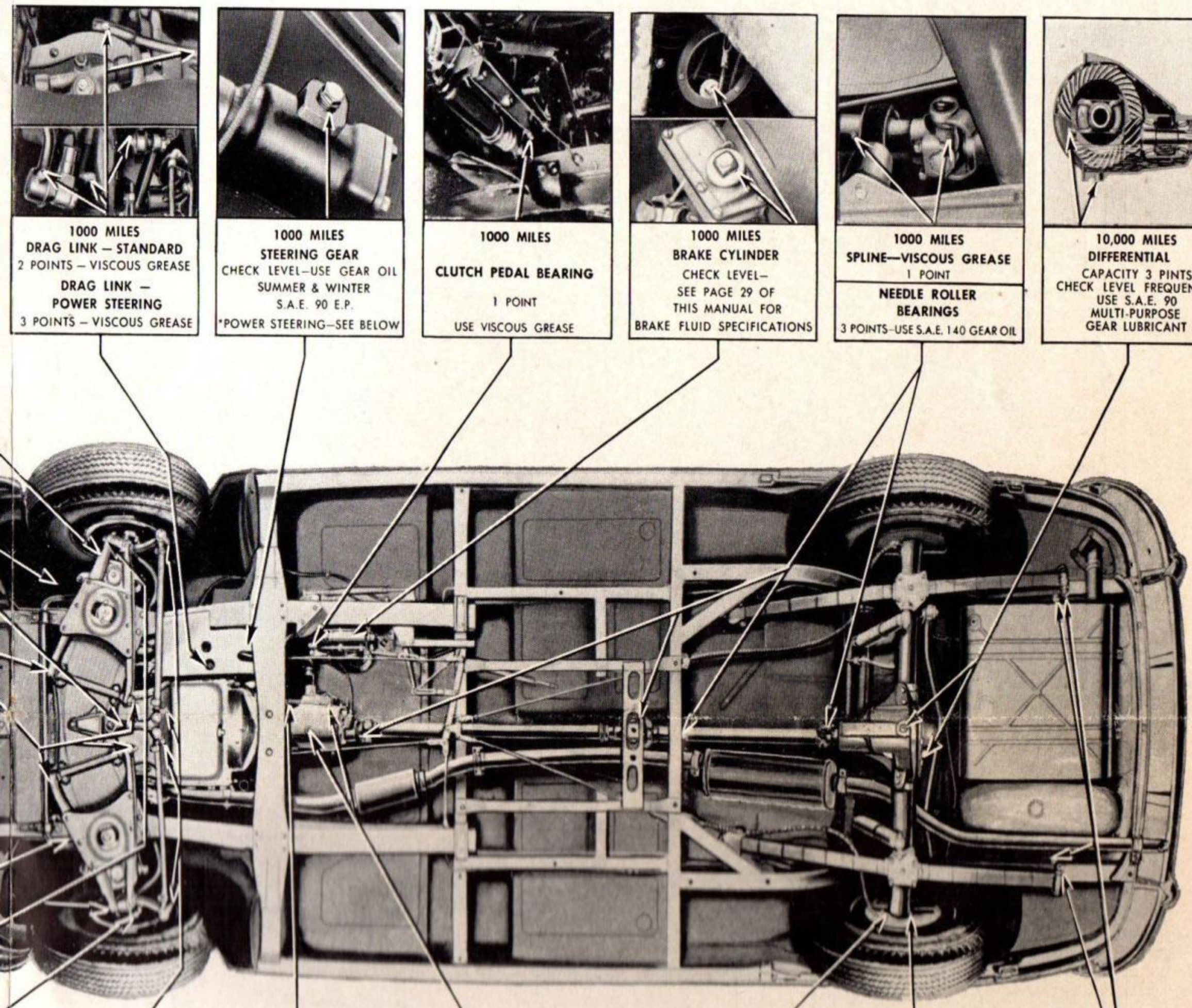
HYDRA-MATIC DRIVE LINKAGE ..... OIL ALL JOINTS

1000 MILES

*POWER STEERING RESERVOIR

CHECK FLUID LEVEL AND FILL TO MARK ON TANK WITH HUDSON APPROVED HYDRA-MATIC DRIVE FLUID

UBRICATION



1000 MILES
DRAG LINK — STANDARD
2 POINTS — VISCOUS GREASE
DRAG LINK — POWER STEERING
3 POINTS — VISCOUS GREASE

1000 MILES
STEERING GEAR
CHECK LEVEL—USE GEAR OIL
SUMMER & WINTER
S.A.E. 90 E.P.
*POWER STEERING—SEE BELOW

1000 MILES
CLUTCH PEDAL BEARING
1 POINT
USE VISCOUS GREASE

1000 MILES
BRAKE CYLINDER
CHECK LEVEL—
SEE PAGE 29 OF
THIS MANUAL FOR
BRAKE FLUID SPECIFICATIONS

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 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 2¼ PINTS
WITH OVERDRIVE 3½ PINTS
SUMMER S.A.E. 90 E.P. GEAR OIL
WINTER S.A.E. 80 E.P. GEAR OIL
CHECK LEVEL EVERY 1000 MILES

5000 MILES
BRAKE CABLES
2 POINTS
USE VISCOUS GREASE

10,000 MILES
REAR WHEEL BEARINGS
CAPACITY 1½ OUNCES
2 POINTS
USE MILLED SODIUM
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—15 7.60—15	COLD 26 LBS.	COLD 24 LBS.

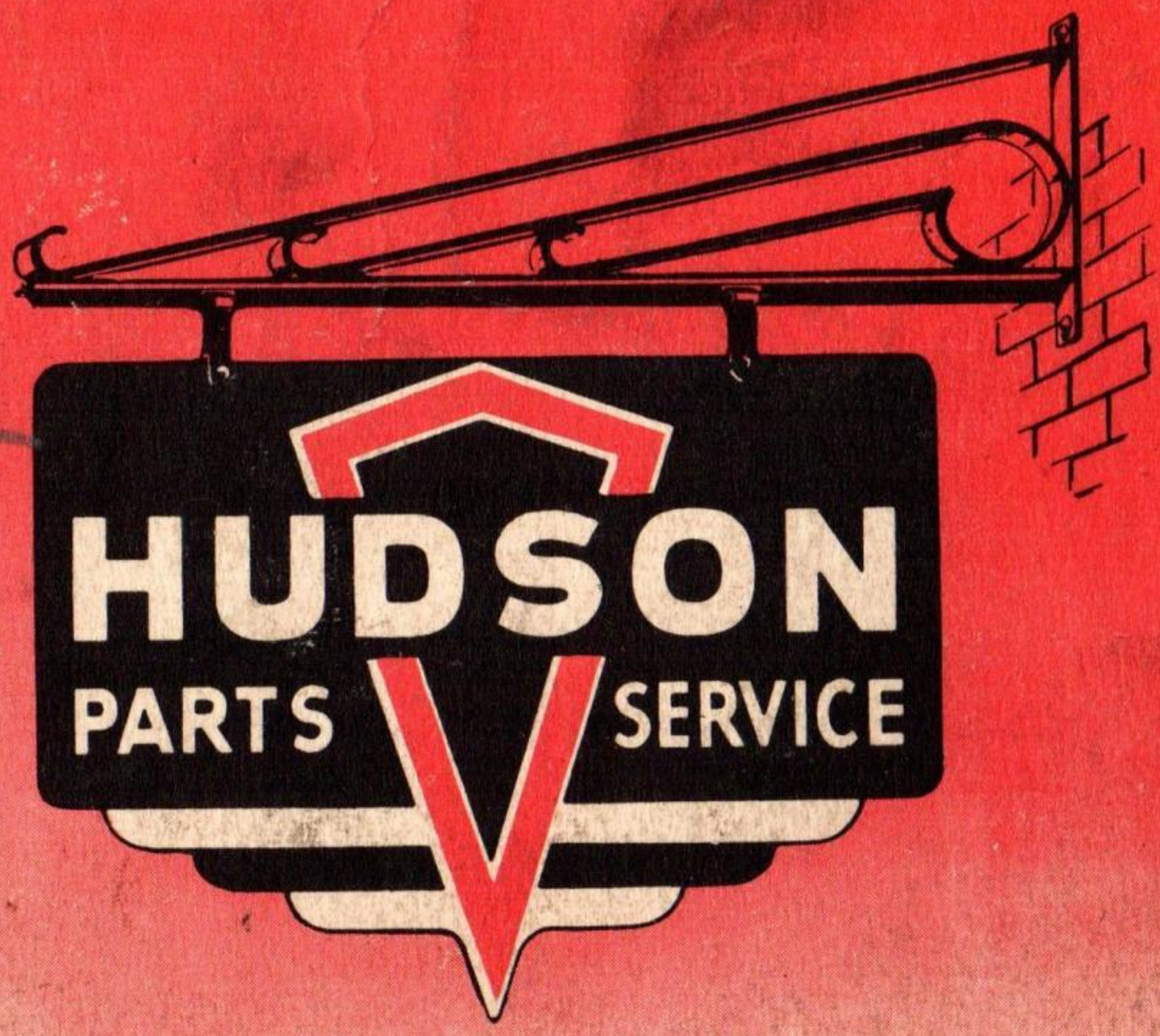
COOLING SYSTEM

CHECK WATER LEVEL FREQUENTLY

(IN WINTER CHECK ANTI-FREEZE STRENGTH)

CAPACITY OF COOLING SYSTEM IS AS FOLLOWS:

WITH HEATER ..... 19½ QUARTS
WITHOUT HEATER ..... 18½ QUARTS



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