

HUDSON *JET*

OWNER MANUAL

DRIVING ★ OPERATION

LUBRICATION ★ MAINTENANCE

ADJUSTMENTS



HUDSON MOTOR CAR COMPANY

Detroit 14, Mich., U.S.A.

SP

OWNER



SERVICE POLICY

Joan M. Burns

Owner's Name

310 Mariaville Rd Schenectady, NY

Owner's Address

HUDSON JET Service Policy

The factory warranty on your Hudson Jet is explained in this policy. Note the free inspection coupons and be sure your new Hudson Jet 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.

AUTOMOBILE INSURANCE SERVICE CARD

IN CASE OF ACCIDENT CALL THE NEAREST AGENT
OR REPRESENTATIVE LISTED HEREIN

POLICY NO. ACF 14-244-19

William Bade

251 E. Union Street

HUDSON JET Identification Card

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

Welcome

Dear Owner:

Your Hudson Jet is a new kind of car designed and built to give you motoring performance, luxury and safety never before available in its field.

This Owner's Manual has been specially prepared to give you suggestions and information, helpful hints and ideas that will assist you to get all the motoring enjoyment that has been built into your new Hudson Jet — and to get it with the lowest upkeep and operating costs.

We hope you will take the few minutes necessary to read it. By so doing you will become completely familiar with your new Hudson Jet as almost every phase of operation, care and maintenance is covered in an easy-to-understand manner.

Should you require additional information at any time, or when your car needs mechanical attention, we suggest that you go direct to your Hudson dealer.

You will receive every courtesy and cooperation, and your car will be given specialized Hudson Protective Service—engineered maintenance that will keep your Hudson Jet running and looking at its very best.

Cordially yours,

HUDSON MOTOR CAR COMPANY

Service Department

INDEX

A

Accelerator Pedal.....	11
Air Cleaners.....	19
Anti-Freeze.....	23

B

Battery.....	25
Brakes.....	11, 27
Break-in Oil.....	30
Breaking-in Car.....	14

C

Capacities, Table of.....	39
Car Serial Number.....	38
Carbon Monoxide Gas.....	15
Care of the Car Finish.....	35
Chromium Plated Parts.....	36
Polishing.....	35
Washing.....	35
Circuit Breakers.....	27
Clocks.....	8
Clutch.....	11
Controls.....	4
Cooling System.....	23
Cowl Ventilator.....	11

D

Defroster Operation.....	10
Direction Indicator.....	7, 10
Dome Light.....	12
Door Windows.....	5
Driving Your New Car.....	14

E

Electrical System.....	25
Emergency Starting.....	13
Engine Lubrication.....	29

F

Fan Belt.....	24
Firing Order.....	38
Fuel Economy.....	18
Fuel Gauge.....	7
Fuses.....	27
Front End Alignment.....	27

G

Gear Shifting.....	9, 14
Generator Indicator.....	8

H

Headlamps.....	25
Aiming.....	26
Beam Indicator.....	7
Dimmer Switch.....	10
Hood Unlocking.....	5
Hydra-Matic Drive.....	15
Heater.....	10, 32

I

Ignition and Starter Switch.....	11
Instrument and Controls.....	4

L

Lamp Bulb Chart.....	26
License Information.....	38
Lighting Switch.....	11
Locker Box and Lock.....	9
Locks and Keys.....	4
Lubrication.....	28
Lubrication Schedule.....	30

M

Minimizing Tire Wear.....	20
Models and Series.....	38

O

Oil Pressure Indicator.....	7
Operating Controls.....	4
Overdrive—Transmission.....	17
Owner Service Policy.....	3

P

Parking Brake Lever.....	9
Pushing or Towing.....	15

R

Radio.....	9, 34
Radio Antenna Operating Knob.....	12
Rear Compartment Door.....	5
Rear View Mirror.....	12
Rust and Corrosion Inhibitor.....	23

S

Seat Adjustment.....	7
Specifications.....	38
Speedometer.....	7
Starting the Car.....	14
Starting the Engine.....	13

T

Temperature Gauge.....	8
Tire Care.....	20
Changing Tires.....	22
Tire and Wheel Balance.....	21
Tire Rotation.....	21
Transmission Overdrive.....	17

U

Upholstery, Care of.....	36
--------------------------	----

W

Warranty.....	40
Weather-Control.....	10, 32
Welcome.....	1
Windshield Wiper Control.....	12

INSTRUMENTS AND OPERATING CONTROLS

You should know all about the instruments and operation of the controls before driving your new car. So that you will be able to interpret each instrument reading and the proper function of each control, we recommend that you read the following instructions carefully before driving your car.

DOOR LOCKS AND KEYS

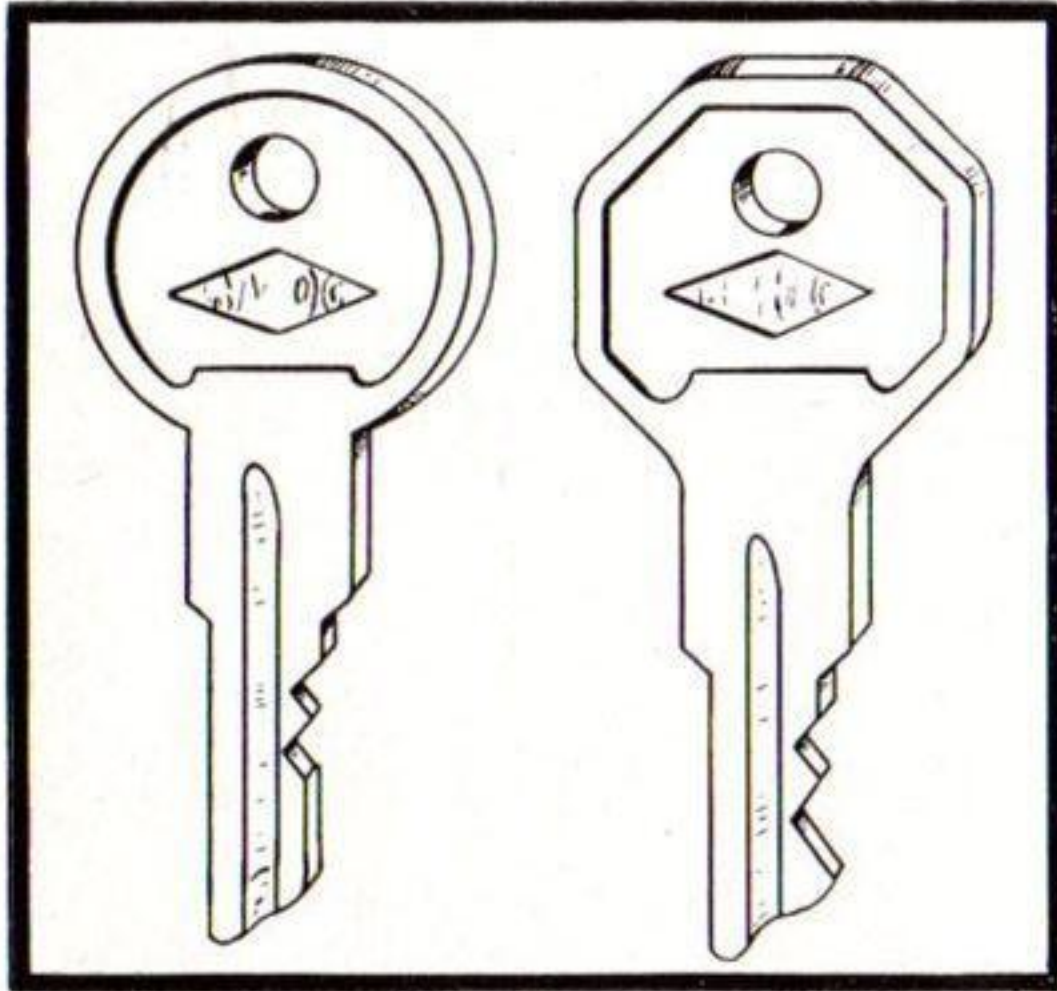


Figure 1

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, then return key to vertical position and remove. Should it be difficult to insert the key due to moisture freezing in the lock in cold weather, heat the key with a match or lighter and insert it into the lock. Repeat several times if necessary until the key can be turned.

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.

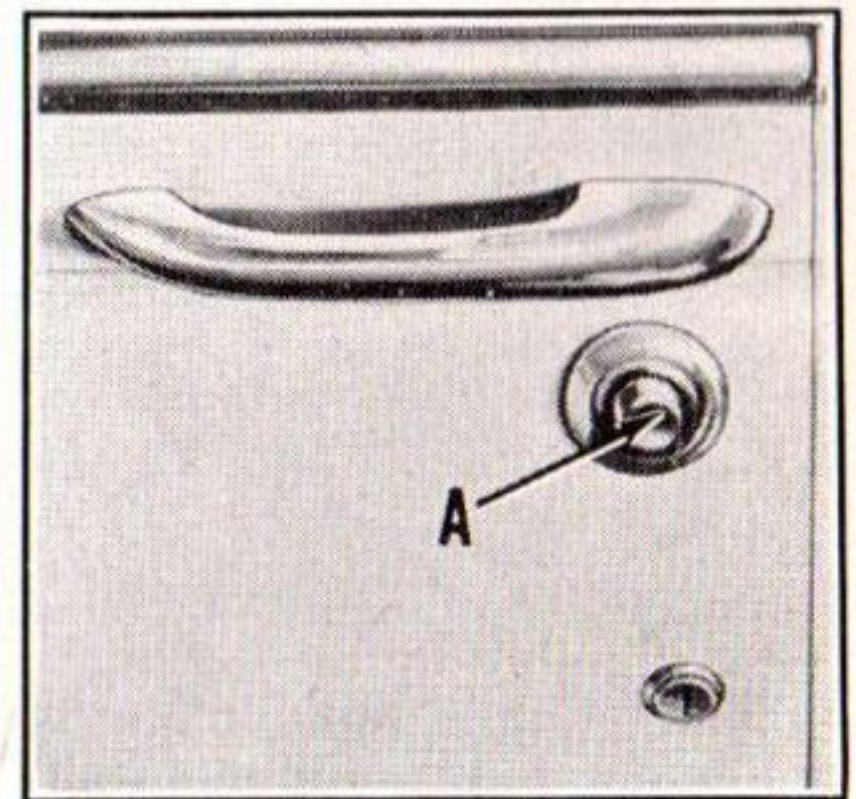


Figure 2

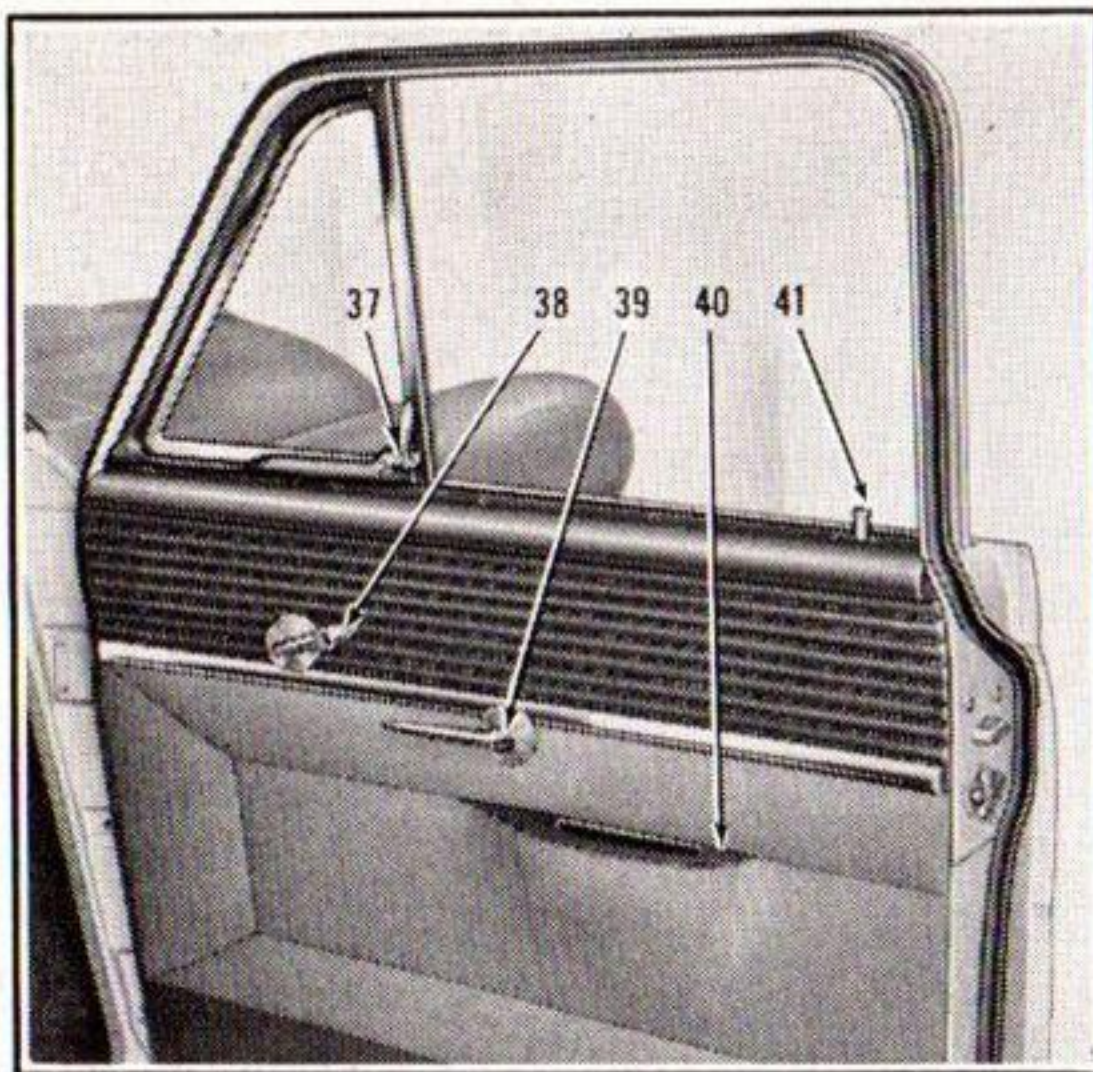


Figure 3

TO LOCK CAR—Close windows, push inside safety buttons (41, 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 locked position. Turn key back to the vertical position and remove key. Push in on button (A, Figure 2) to insure that door is locked. Rear doors may also be locked by pressing down buttons while doors are open and then closing doors.

CAUTION: Always remove the ignition key if the car is to be left unattended even for a few minutes.

TO OPEN DOOR FROM INSIDE—Front Door:—Rotate inside handle (39) by pushing it downward. Rear Door:—Rotate inside handle by pulling it backward.

TO CLOSE DOOR FROM INSIDE—Grasp pull-to handle and arm rest (40) and pull door shut.

NOTE: On the rear doors, the inside safety buttons (41) must be in the "UP" position before the doors can be opened by either the inside or outside handles.

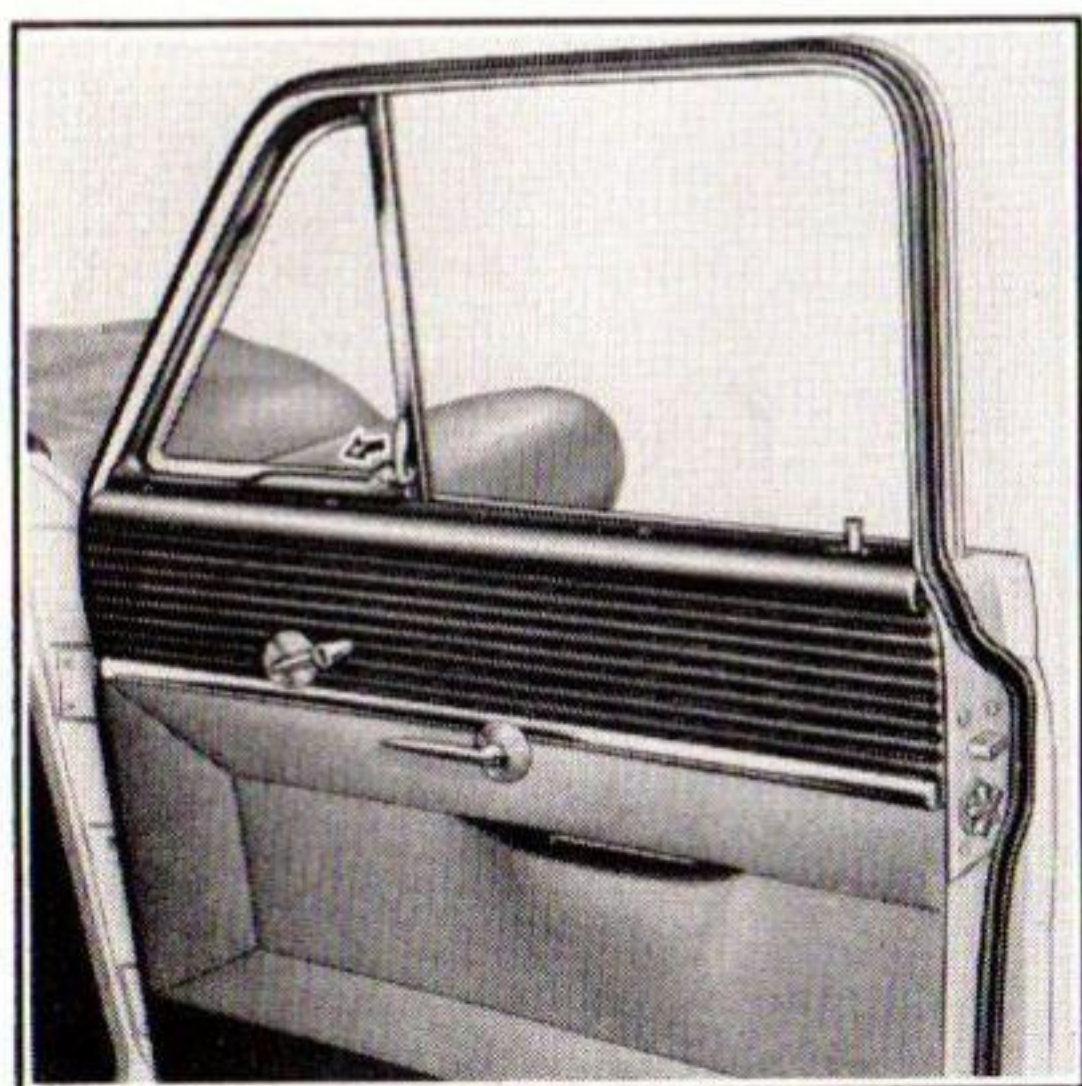


Figure 4

REAR COMPARTMENT DOOR

TO UNLOCK—Insert key in lock and turn key one-quarter turn clockwise while exerting slight downward pressure against the compartment door ornament.

TO LOCK—Remove key and close the compartment door with a slight pressure.

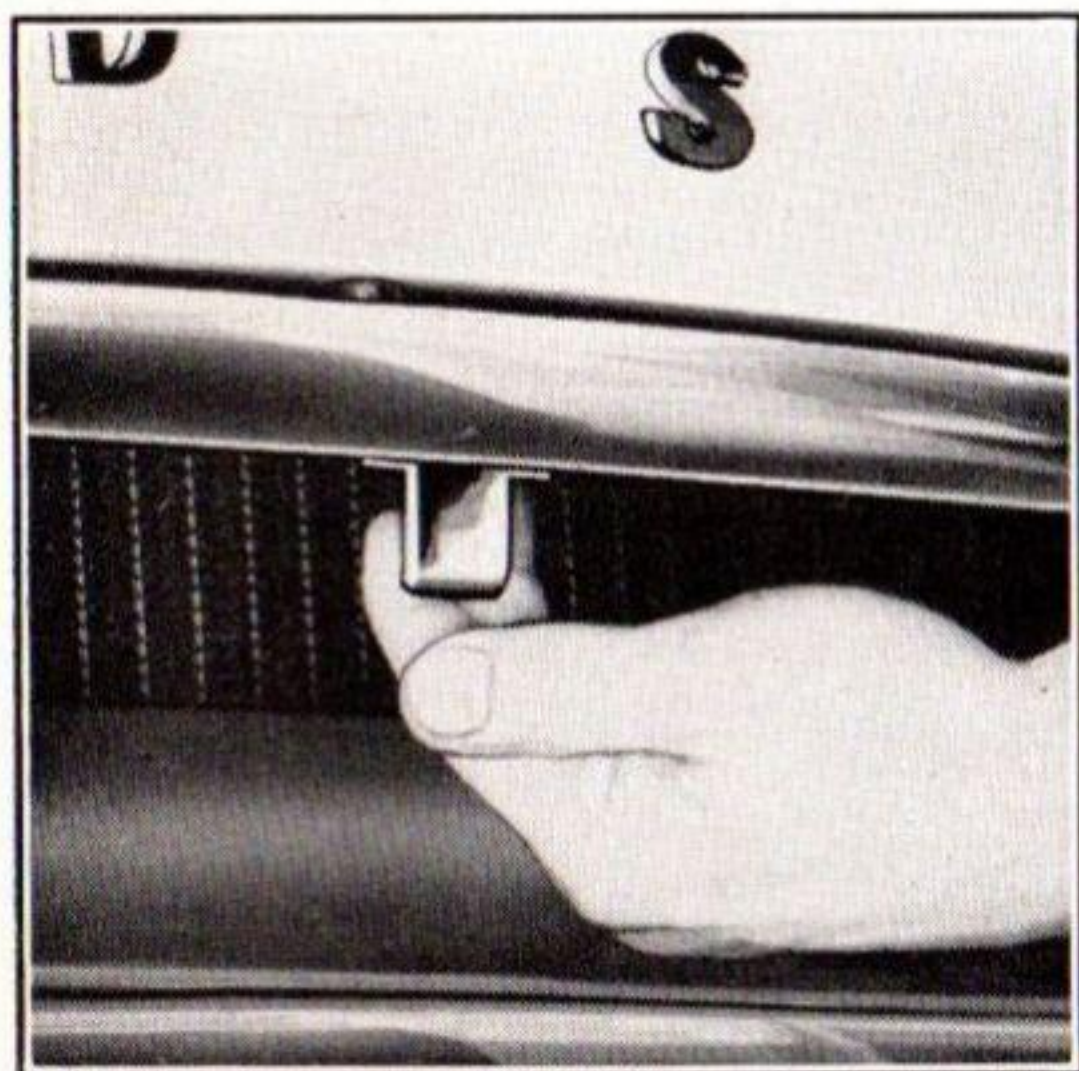


Figure 6

WINDOW VENTILATING WINDOWS

Friction Type—Wing can be opened by pressing in the small button (Figure 4) and rotating the latch handle upward.

DOOR WINDOWS

The door windows are opened and closed by cranking the regulator handles (38, Figure 3).

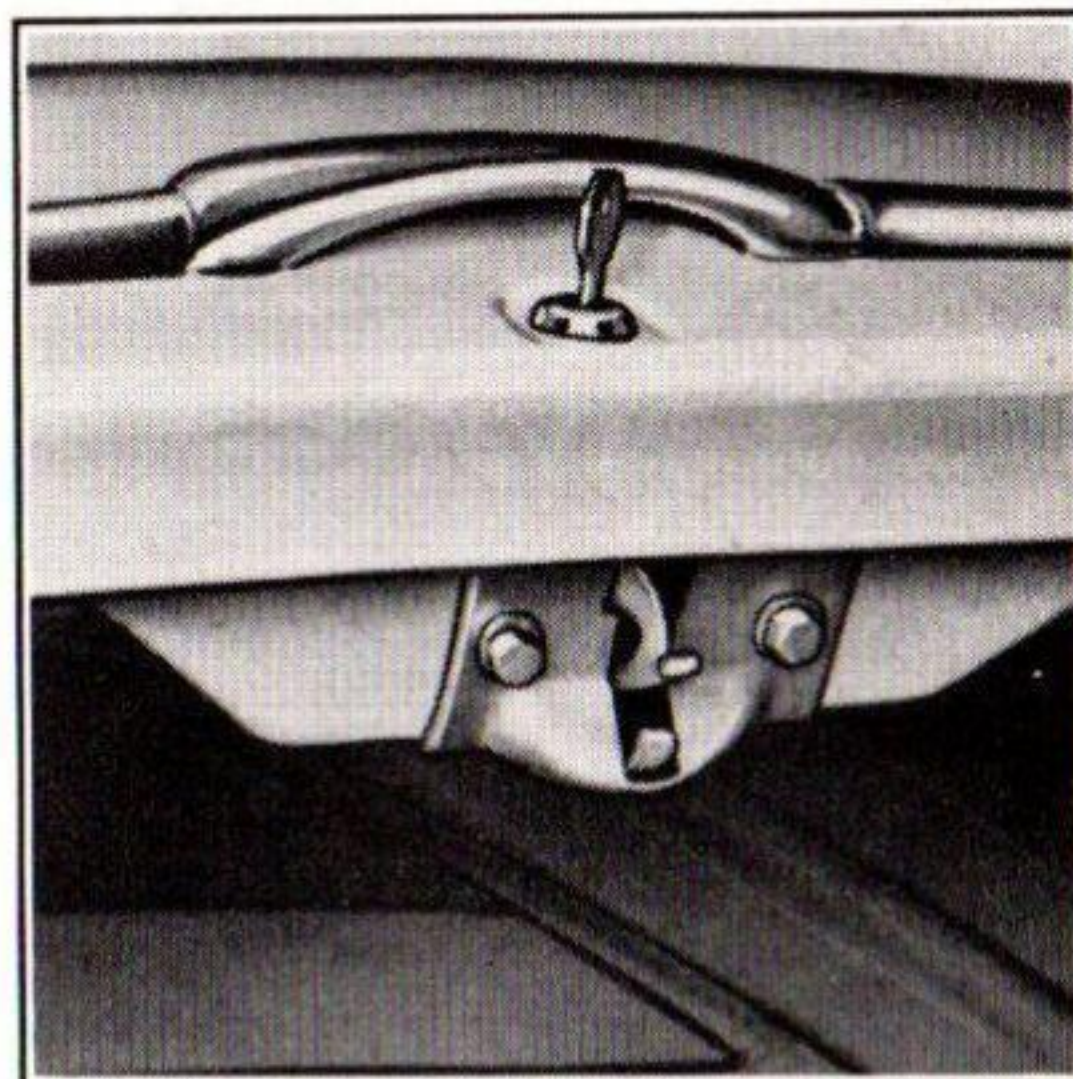


Figure 5

HOOD LOCK

TO RAISE HOOD—Release catch by reaching under the grille louver, pull lever forward and raise hood.

TO LOCK HOOD—Lower the hood and press down firmly on front end.

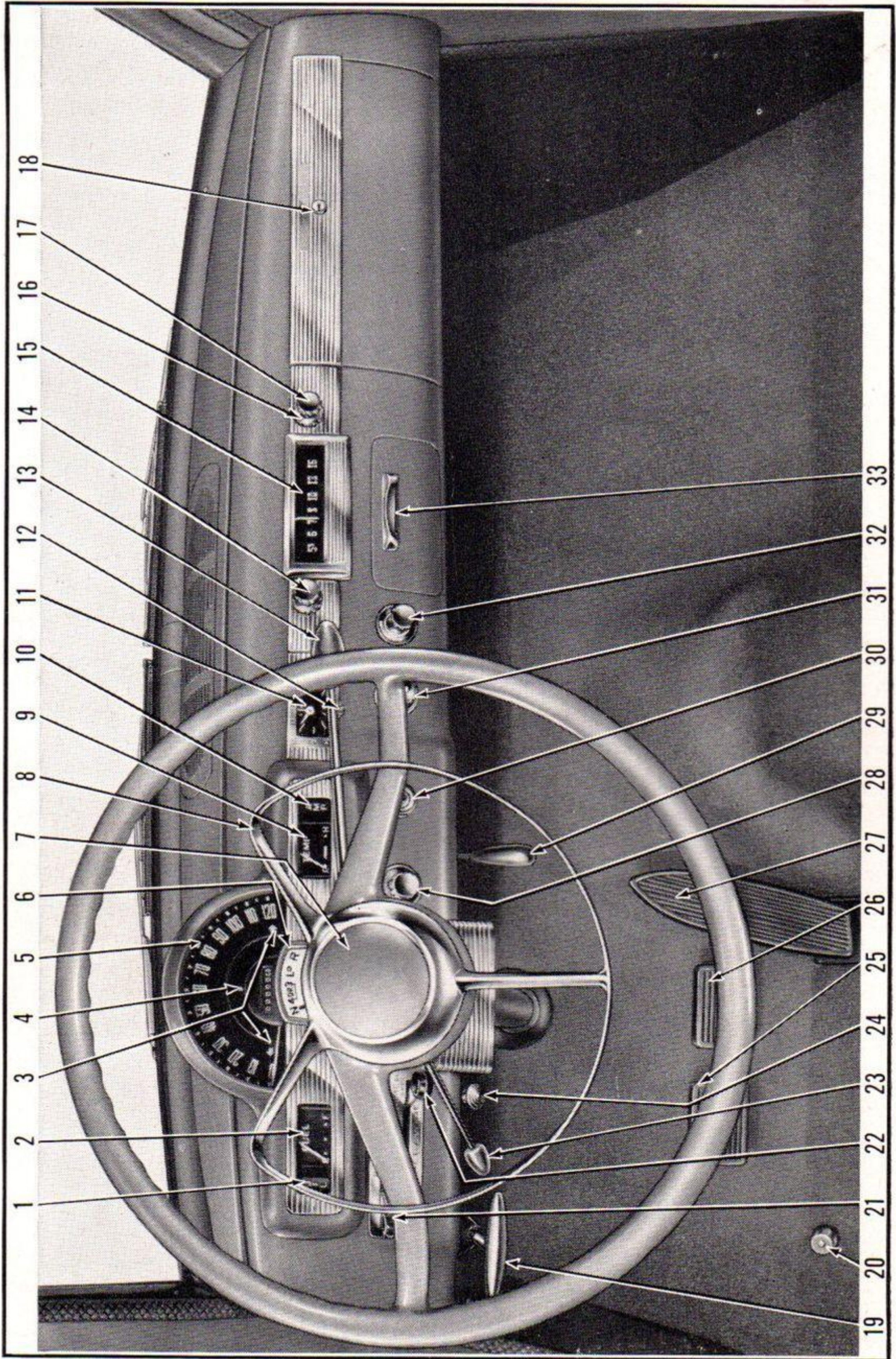


Figure 7

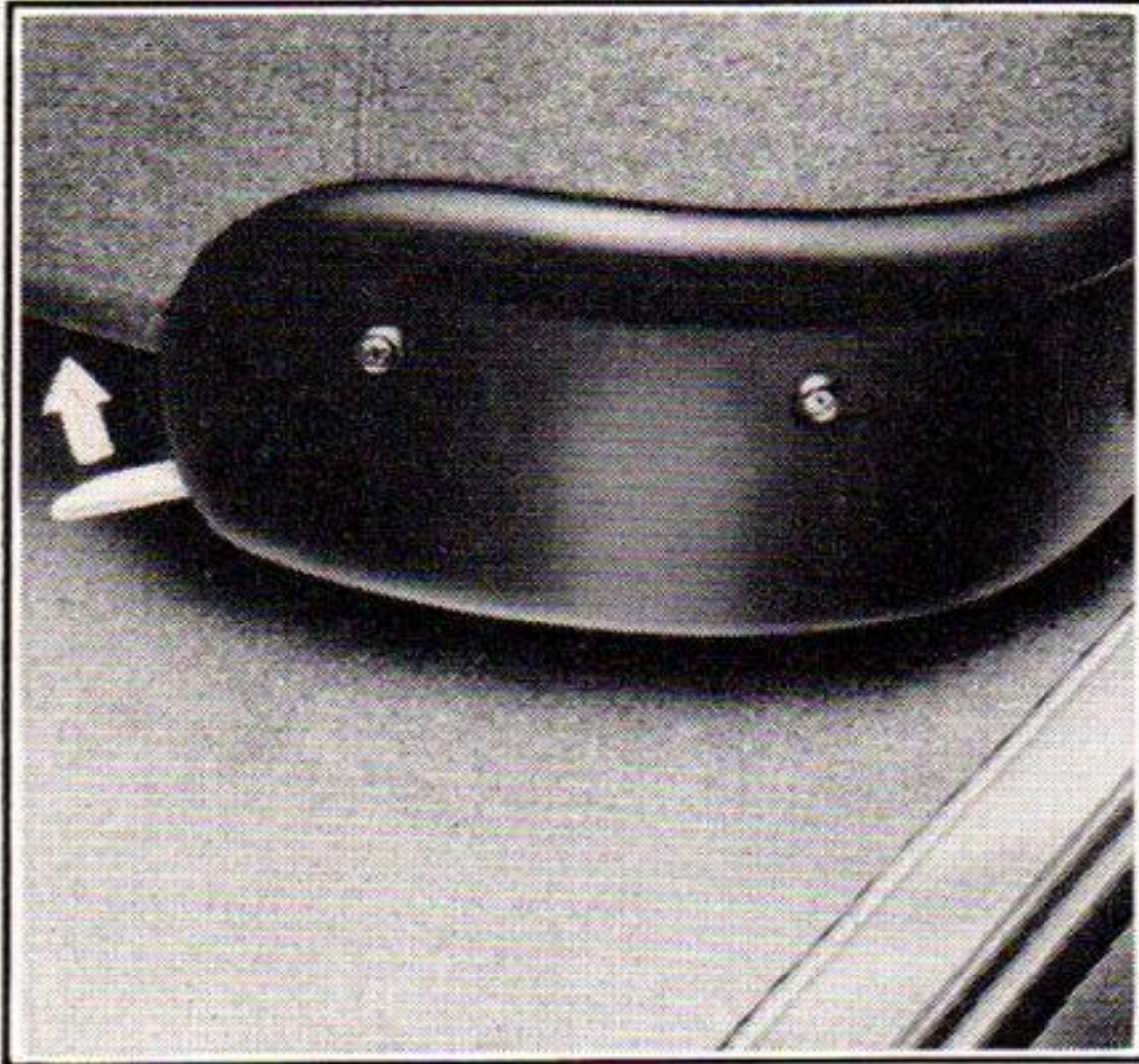


Figure 8

FRONT SEAT ADJUSTMENT

Raise the seat adjusting lever located on the lower edge of the front seat near the left side and exert slight body pressure either forward or backward to move 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.

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

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

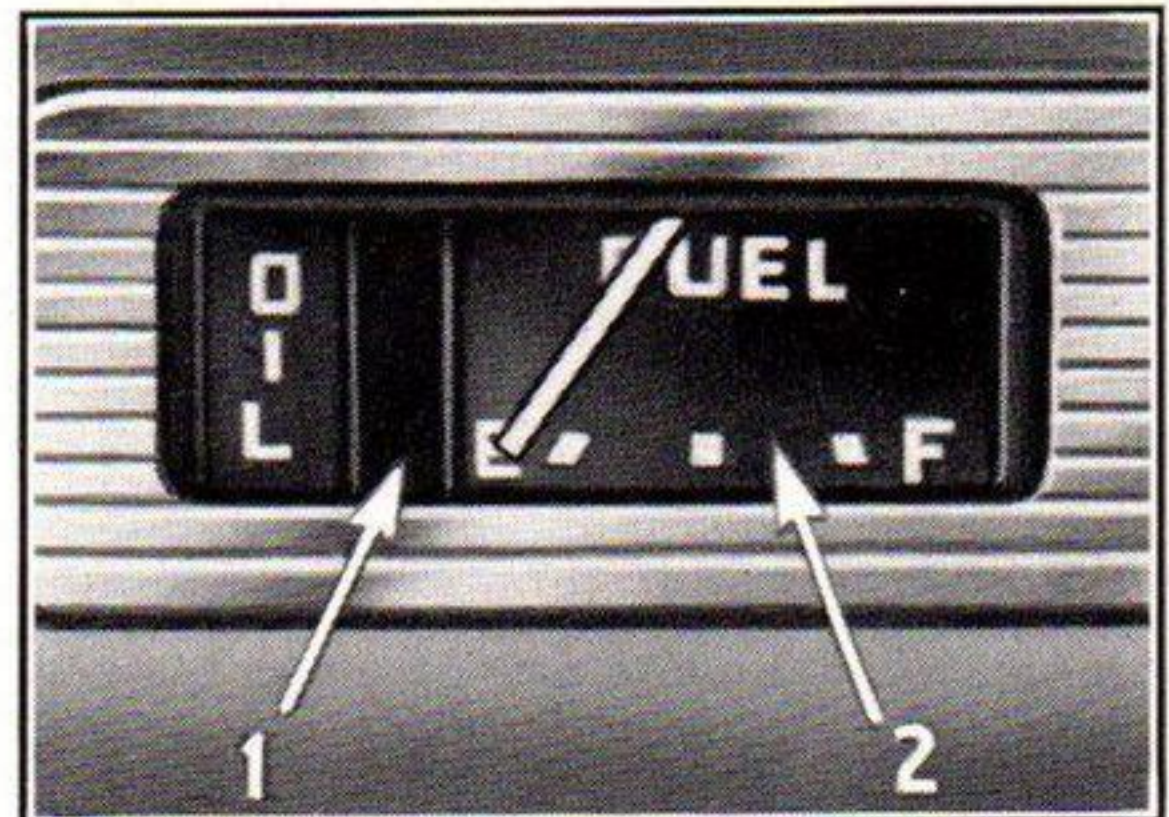


Figure 9

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

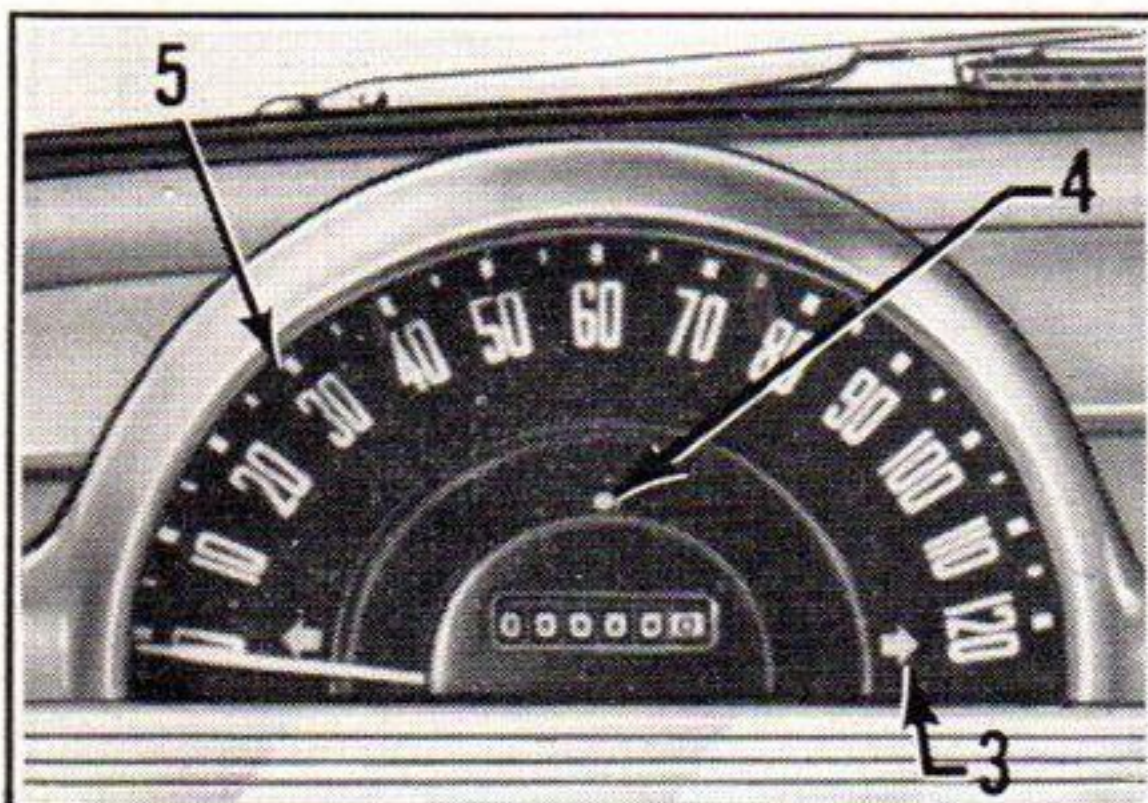


Figure 10

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

(5) SPEEDOMETER—The speedometer registers miles per hour and accumulated mileage. Always drive at a safe speed.



Figure 15

(13) GEAR SHIFT LEVER—Controls gear shifting. The gear shift lever should always be placed in the neutral position before starting the engine. See instructions, Page 14, for gear shift lever positions.

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

(15) RADIO STATION DIAL—Indicates station frequency.

(16) RADIO TONE CONTROL RING—Turning the ring to right brings out the high notes, to the left emphasizes the bass notes. See Page 34.

(17) RADIO ON AND OFF AND VOLUME CONTROL KNOB—Turn knob to extreme left for off position. Turning knob to right turns on radio and regulates volume.

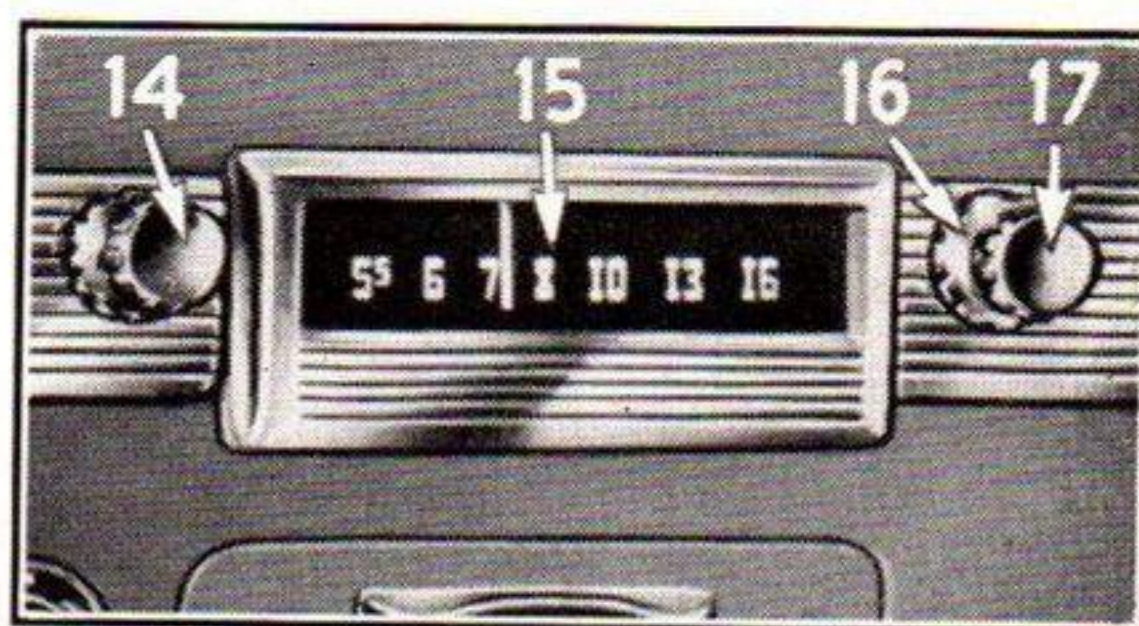


Figure 16

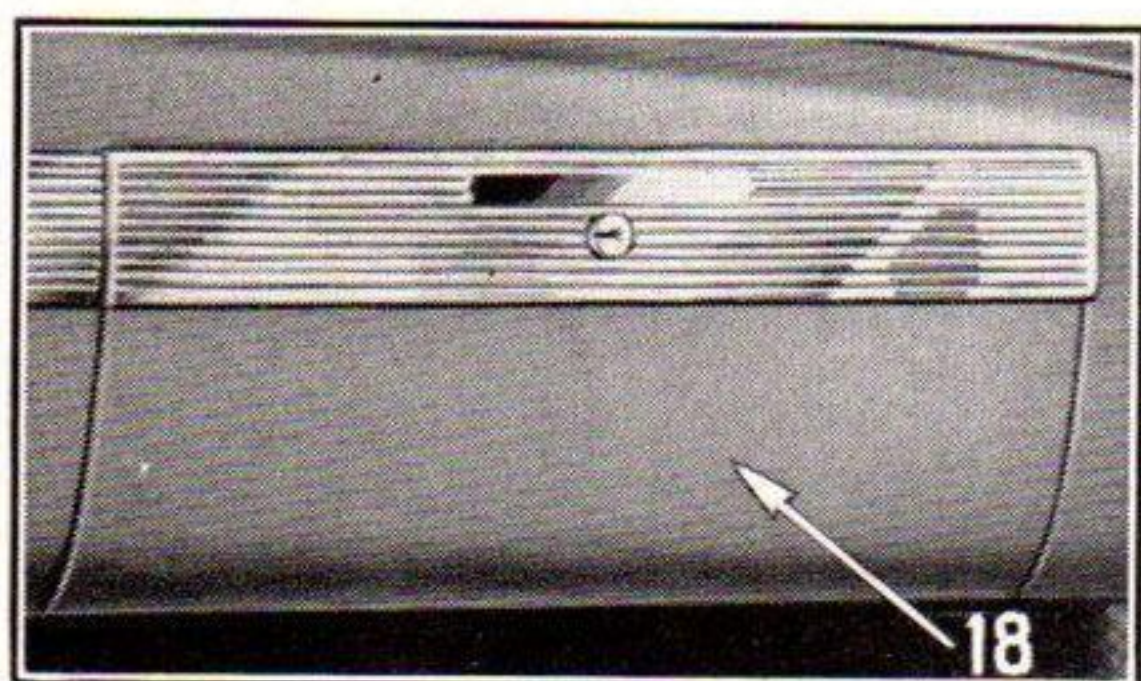


Figure 17

(18) LOCKER BOX AND LOCK—To lock turn key one-quarter turn left. To unlock, turn key to vertical position and press in on lock.

(19) PARKING BRAKE LEVER—To apply, depress brake pedal while pulling the parking brake lever handle straight back. To release, rotate handle $\frac{1}{4}$ turn and push in. Be sure the parking brake lever is all the way in before starting the car.

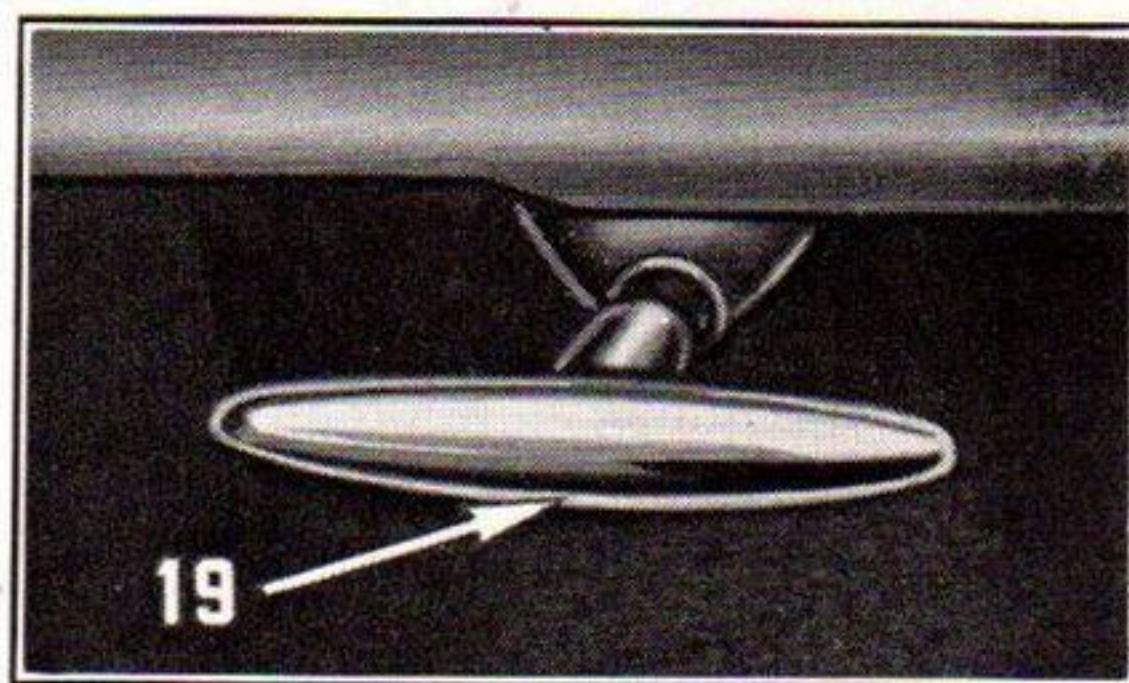


Figure 18

(25) CLUTCH PEDAL—MANUAL SHIFT TRANSMISSION—Clutch pedal should be depressed fully before starting the engine or shifting gears. Do not drive with the left foot resting on the clutch pedal as riding of the pedal causes clutch slippage and rapid clutch wear.

(26) BRAKE PEDAL—Depressing the brake pedal applies equal hydraulic force to all four wheels.

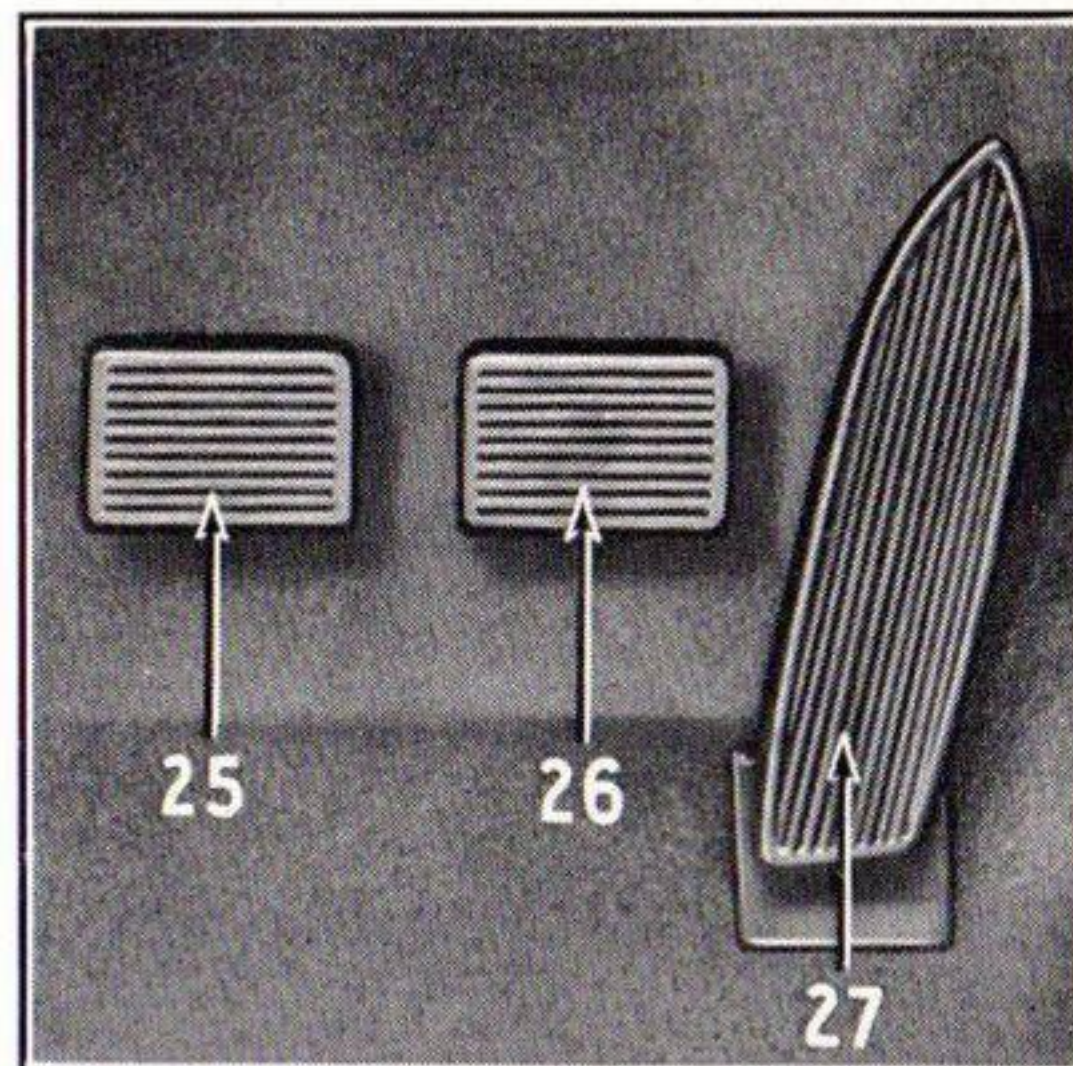


Figure 22

(27) ACCELERATOR PEDAL—Controls car speed—also overdrive operation.

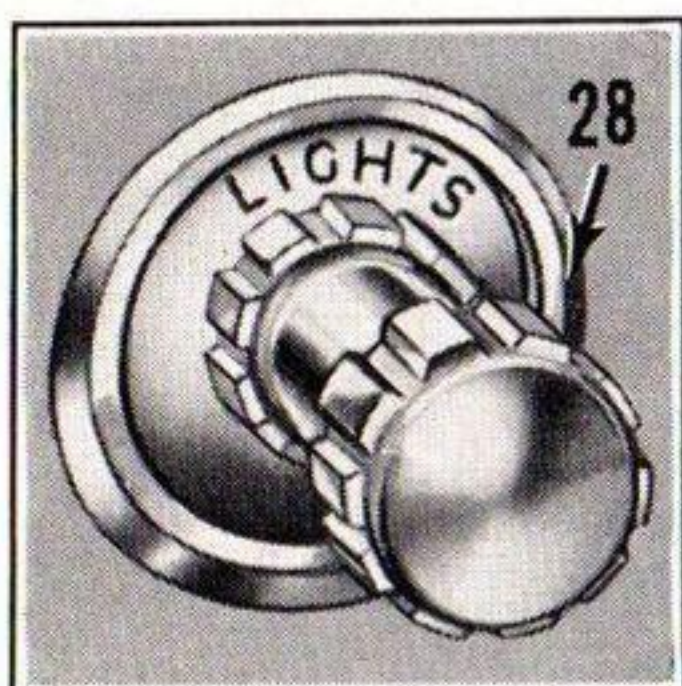


Figure 23

(28) LIGHTING SWITCH—Rotating the knob clockwise to the first position provides parking lights, instrument lights, tail lights and license light. Second position turns on headlights, tail lights, instrument lights and license light. Turning the knob to the extreme left turns off all lights.

(29) COWL VENTILATOR HANDLE—Push handle forward to open cowl ventilator and pull back handle to close it. See "Weather-Control Operation," Pages 32 and 33.

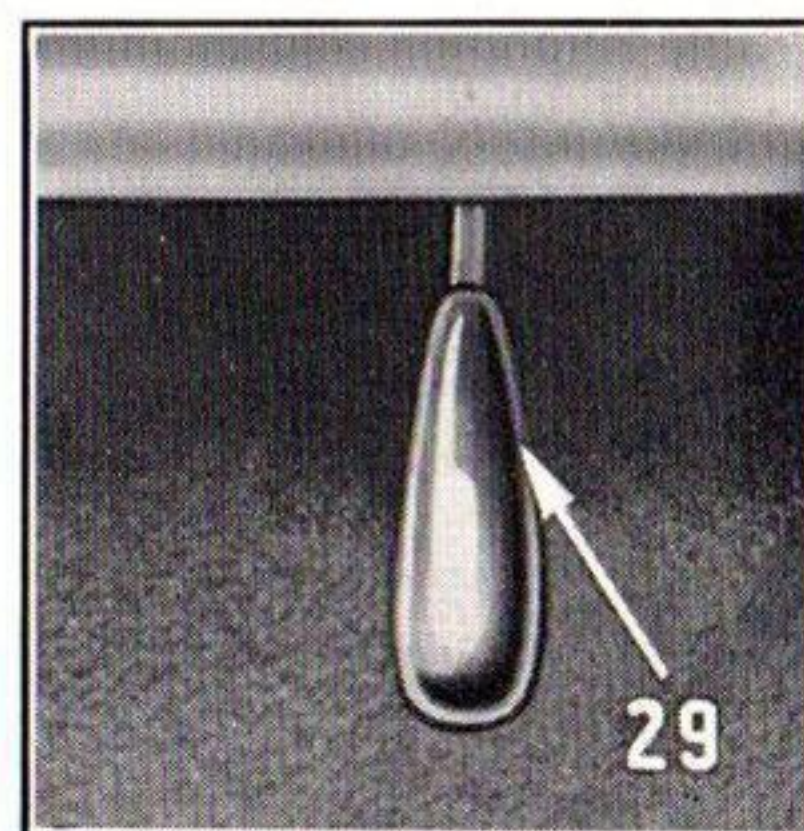


Figure 24

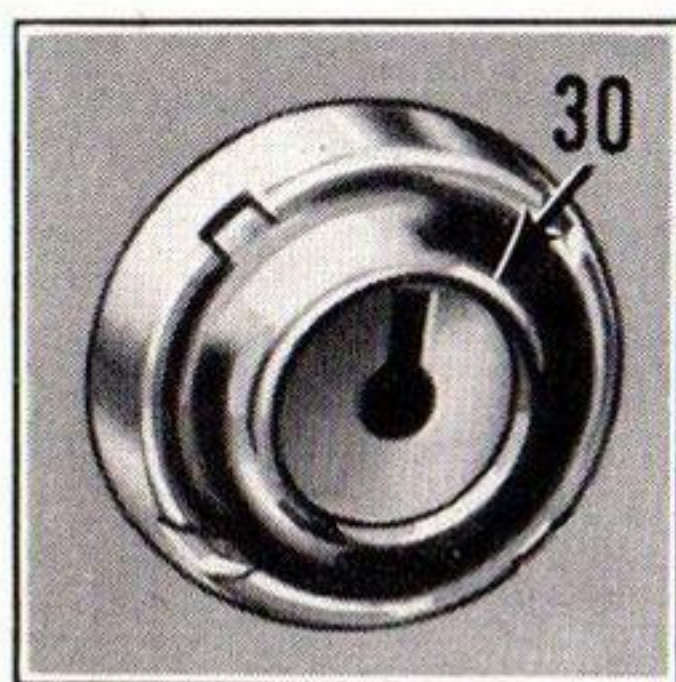


Figure 25

(30) 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.

STARTING THE ENGINE

1. Depress the brake pedal and pull back on the hand brake handle to apply the hand brake.
2. Place the gear shift lever in the 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. On cars not equipped with Hydra-Matic Drive, depress the clutch pedal fully.

NOTE: If the engine is cold, depress the accelerator pedal at least one-half way and release pedal fully.

4. Turn the ignition key to the extreme right (starting) position to engage the starter, Figure 31. When the engine starts, release the pressure on the key and the key will return automatically to the (ignition on) running position.

NOTE: When starting a hot engine, or an engine which has been flooded due to pumping the accelerator pedal, depress the accelerator pedal fully while holding the ignition key in the cranking position, until the engine starts.

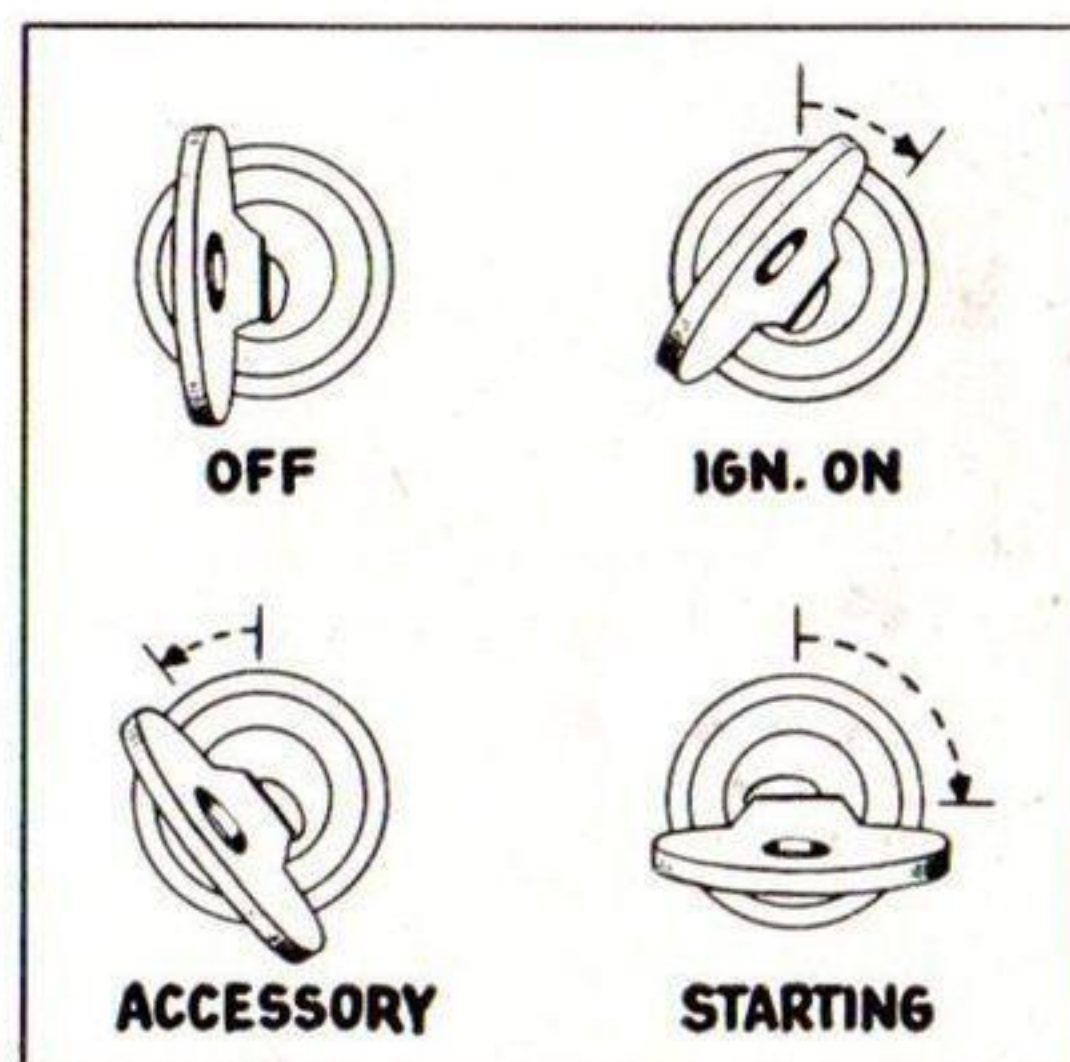


Figure 31

5. After the engine has started, it will run at a high idle speed during the warm-up period. DO NOT race the engine. When the engine is warm, a slight depression and release of the accelerator pedal will permit the throttle to return to the normal idle.

EMERGENCY STARTING—To start the engine by towing or pushing, on cars equipped with the manual shift transmission, disengage the clutch, place gearshift lever in high position, turn ignition key to "ignition on" position, push or tow the car at least 10 miles per hour and slowly release the clutch. For cars equipped with Overdrive see page 18 under "Pushing or Towing." For Hydra-Matic equipped cars see instructions on page 15.

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

WARNING: *Never run the engine in a closed garage. 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.*

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 position.

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 and when getting car in motion on icy roads.

Selector lever must be **RAISED SLIGHTLY** when going into low range.

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.

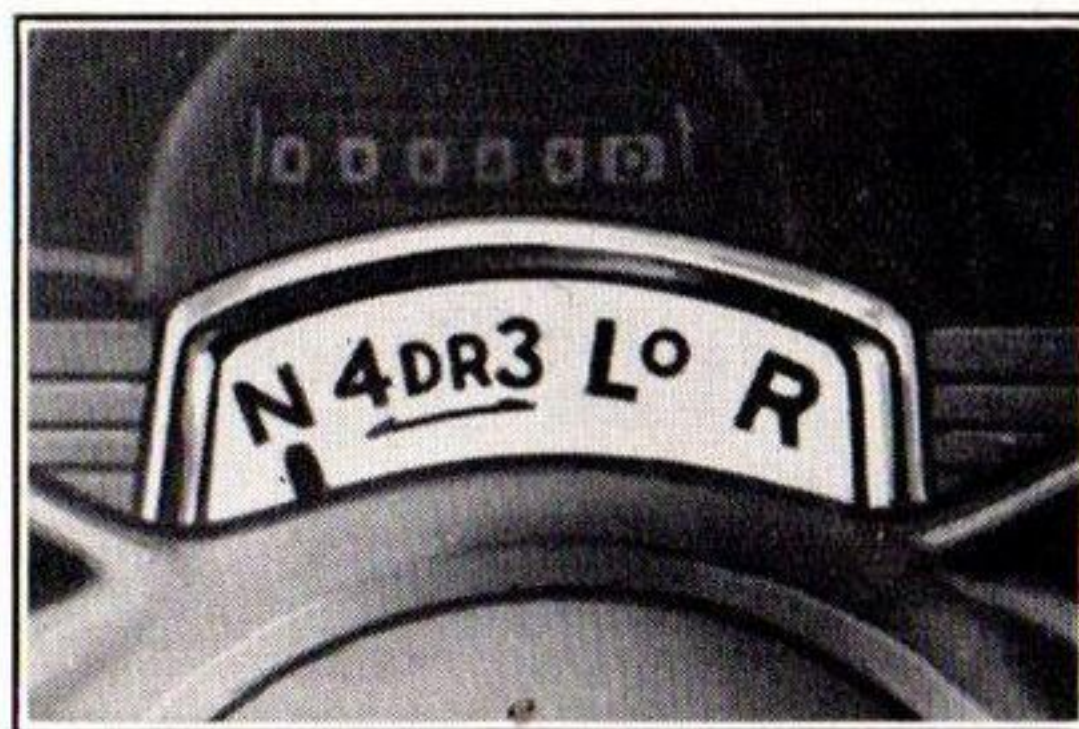


Figure 33

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 25 miles 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 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 car speeds or climbing steep grades in "DR-4", press accelerator pedal all the way to the floor board or move the selector lever to the "DR-3" position. The selector lever can be moved from one "DR" position to the other at any speed while on dry pavement.

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 speeds 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, by pulling the Overdrive Control Knob all the way out, both for better hill climbing while ascending and more braking effect from the engine while descending.

NOTE: If additional braking is needed, shift 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 or "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 *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. Apply brakes gradually, allow engine to slow down car.
6. Keep tires inflated to the recommended pressures.
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.

THE OIL BATH type 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 cleaner sump.

Both types of air cleaners should be serviced at 2,000 mile intervals or oftener under extremely dusty conditions as follows:

OIL WETTED TYPE

1. Remove wing nut (A) at top of cleaner (Figure 34) and lift 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 cleaner.

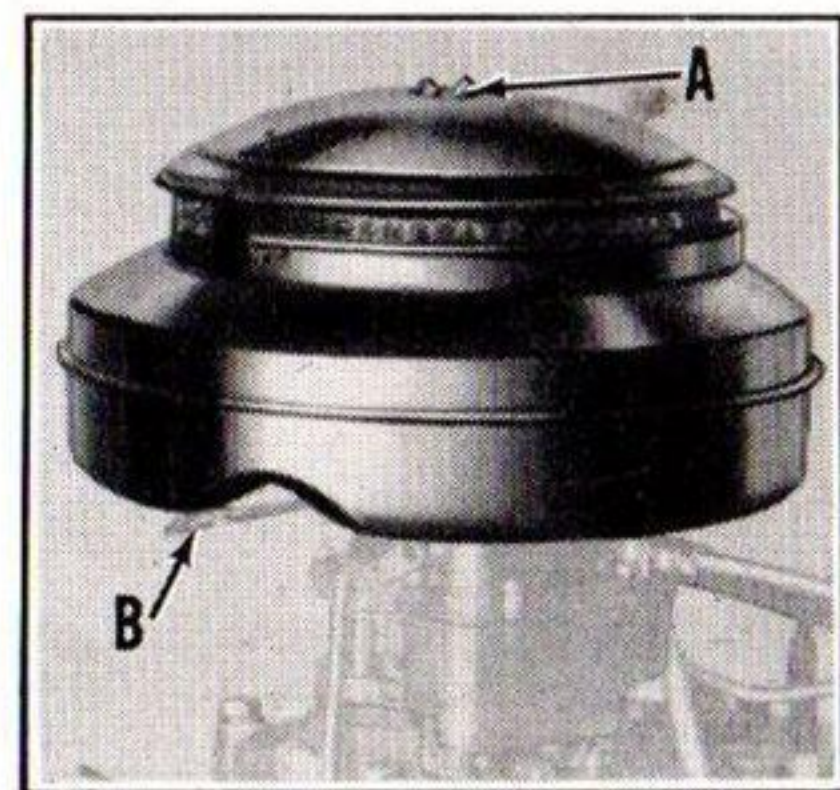


Figure 34

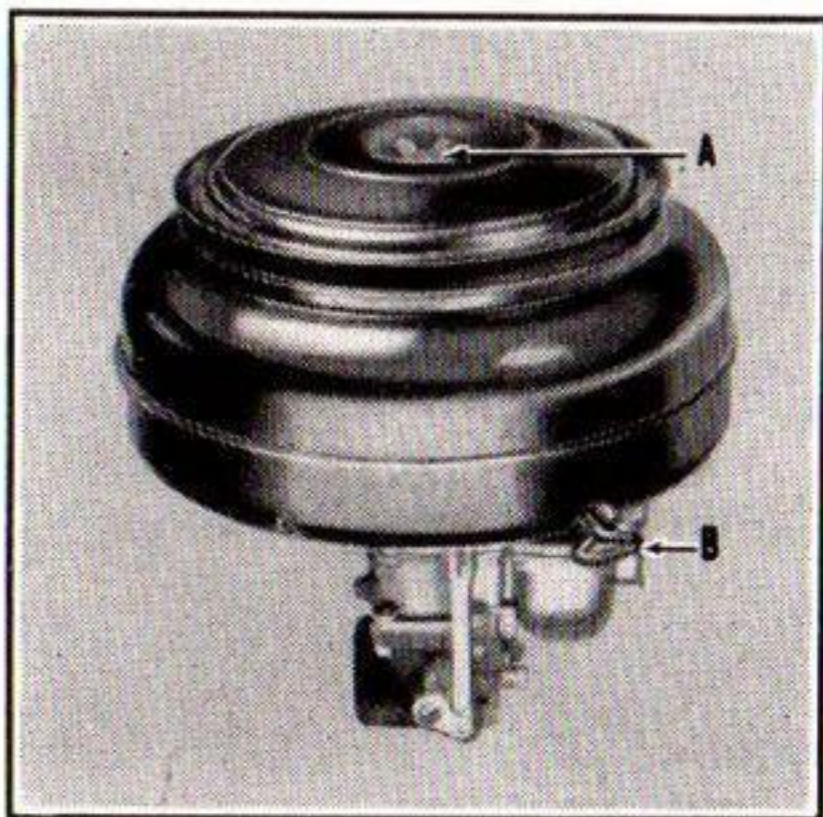


Figure 35

OIL BATH TYPE

1. Loosen long clamp type screw, (B, Figure 35) at base, 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 re-fill 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.

TIRE CARE

Maintaining proper tire pressures is the most important factor in obtaining maximum tire life, proper car handling and best riding qualities. 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
5.90 x 15	24 pounds cold	24 pounds cold
6.40 x 15	24 pounds cold	22 pounds cold

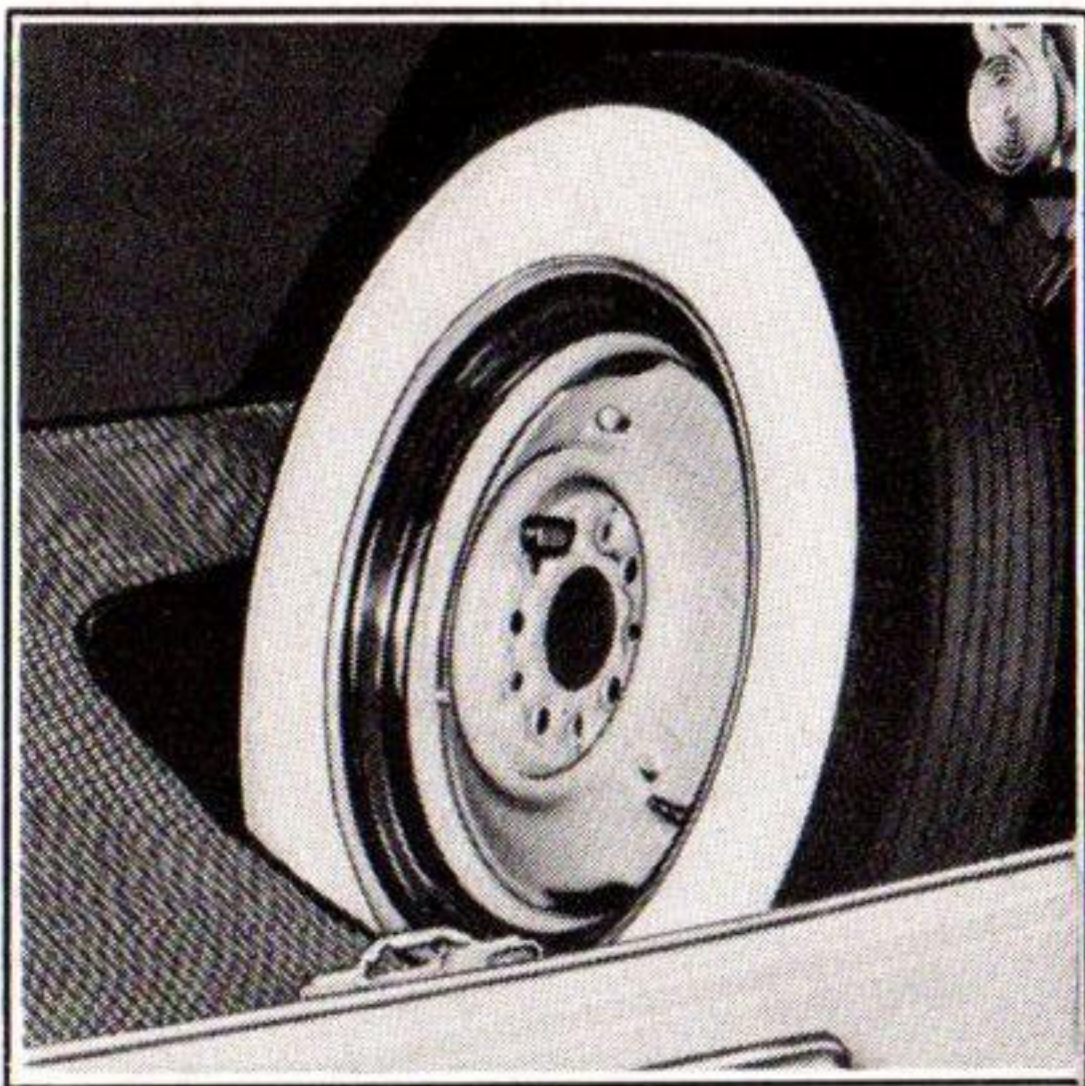


Figure 36

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 37.

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

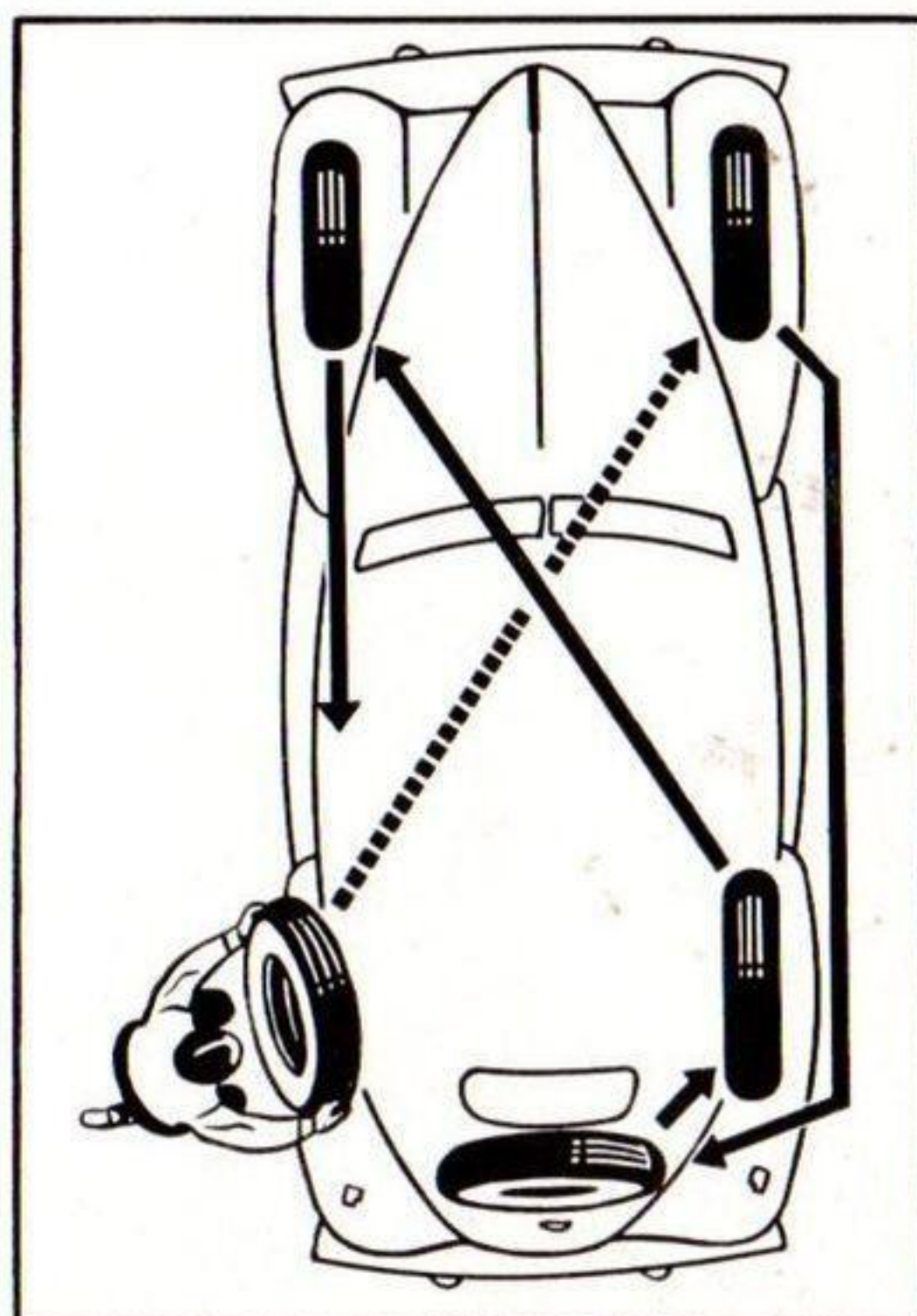


Figure 37

CHANGING THE WHEEL AND TIRE

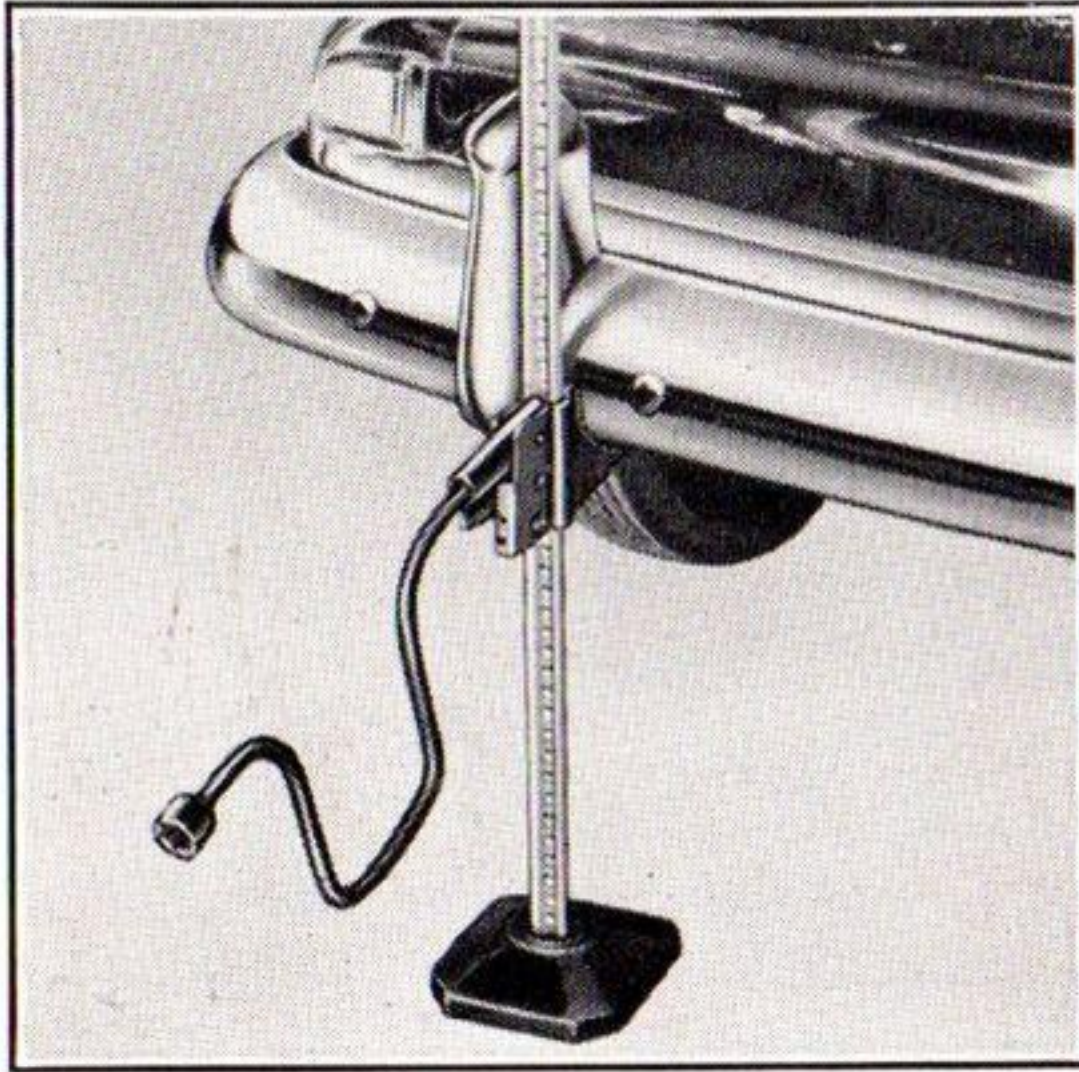


Figure 38

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 Figure 38 (Front) and 39 (Rear).

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 the rear end until it is clear of its hook, then pull cover backward to disengage lug at front end. (Figure 40.)

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 wheel hub bolts and wheel and tire.

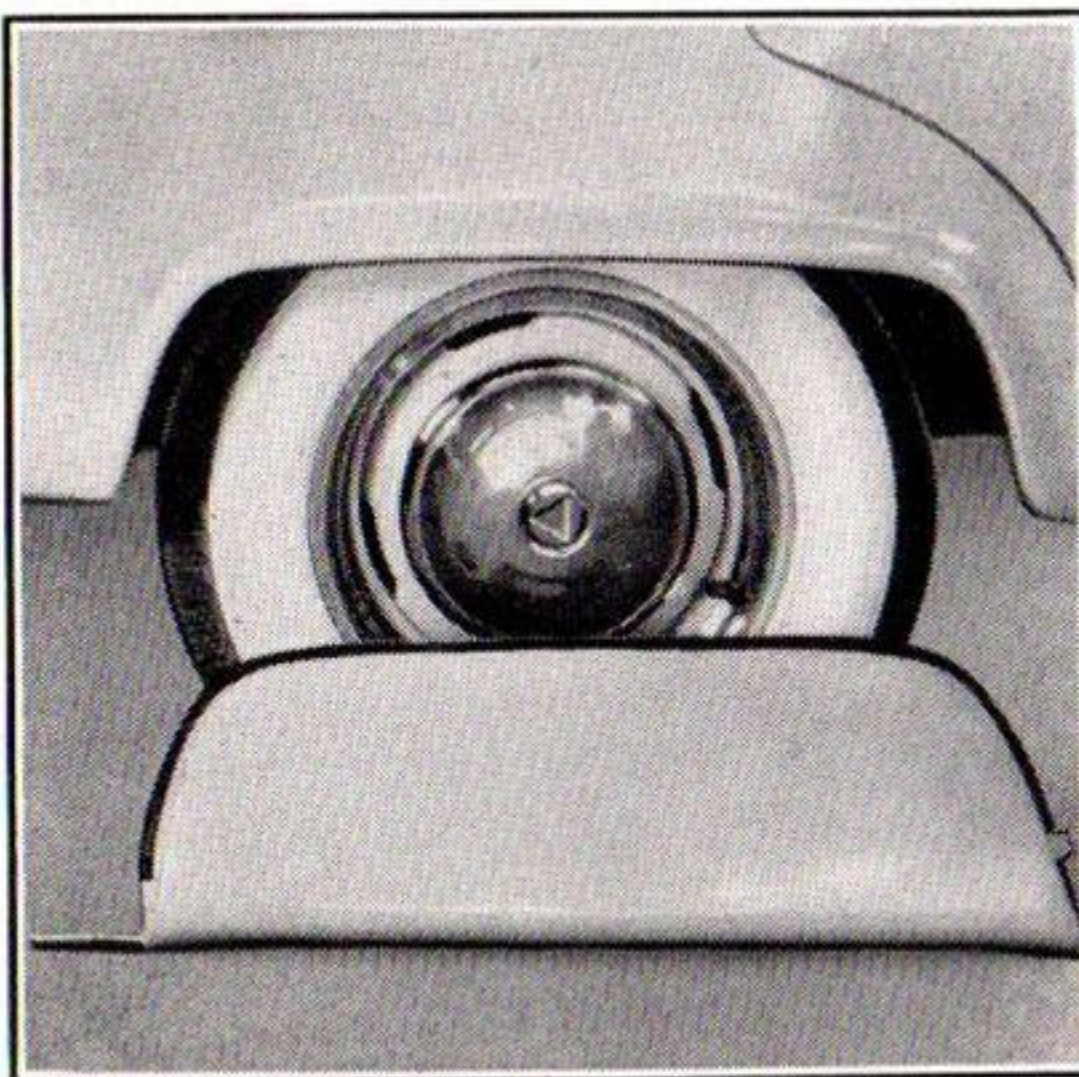


Figure 40

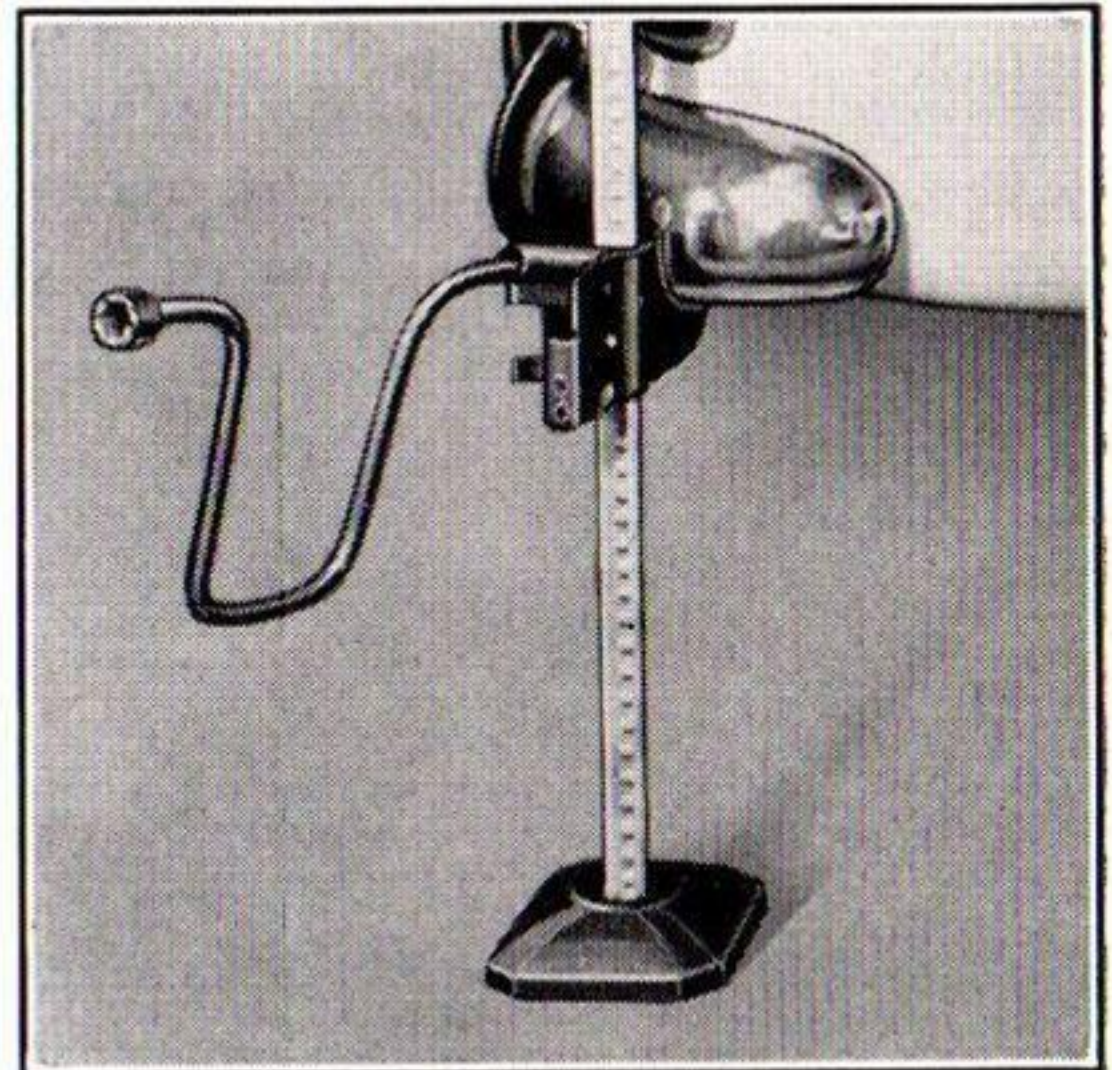


Figure 39

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 PRESSURE 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.

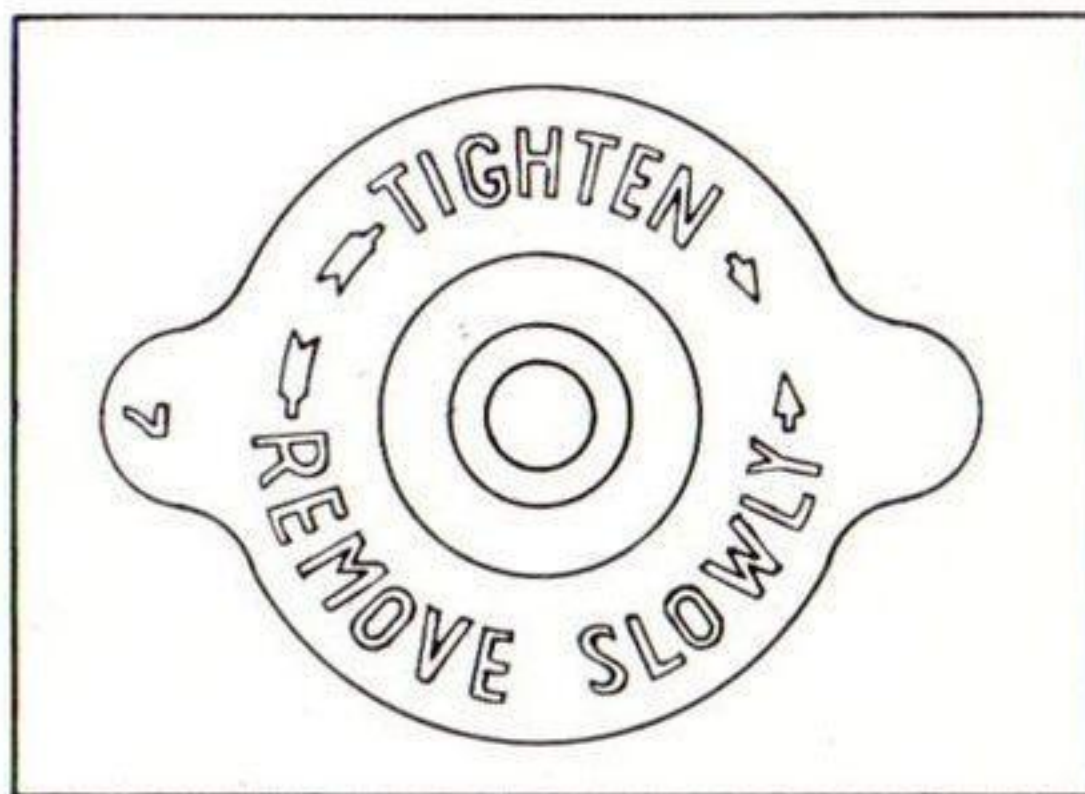


Figure 41

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.

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 15 quarts. Cars equipped with Weather-Control require one additional quart. Maintain coolant level $1\frac{1}{2}$ " 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 every time the cooling system is drained and refilled.

Protection Temperature	Hudson Anti-Freeze Qts.	Methanol Qts.	Ethylene Glycol (Prestone or Equivalent) Qts.
+10	4 $\frac{1}{4}$	3 $\frac{1}{4}$	4
0	5 $\frac{1}{2}$	4 $\frac{1}{4}$	5 $\frac{1}{4}$
-10	6 $\frac{3}{4}$	5 $\frac{1}{4}$	6 $\frac{1}{4}$
-20	7 $\frac{3}{4}$	6	7
-30	8 $\frac{3}{4}$	6 $\frac{3}{4}$	7 $\frac{3}{4}$

FAN BELT

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

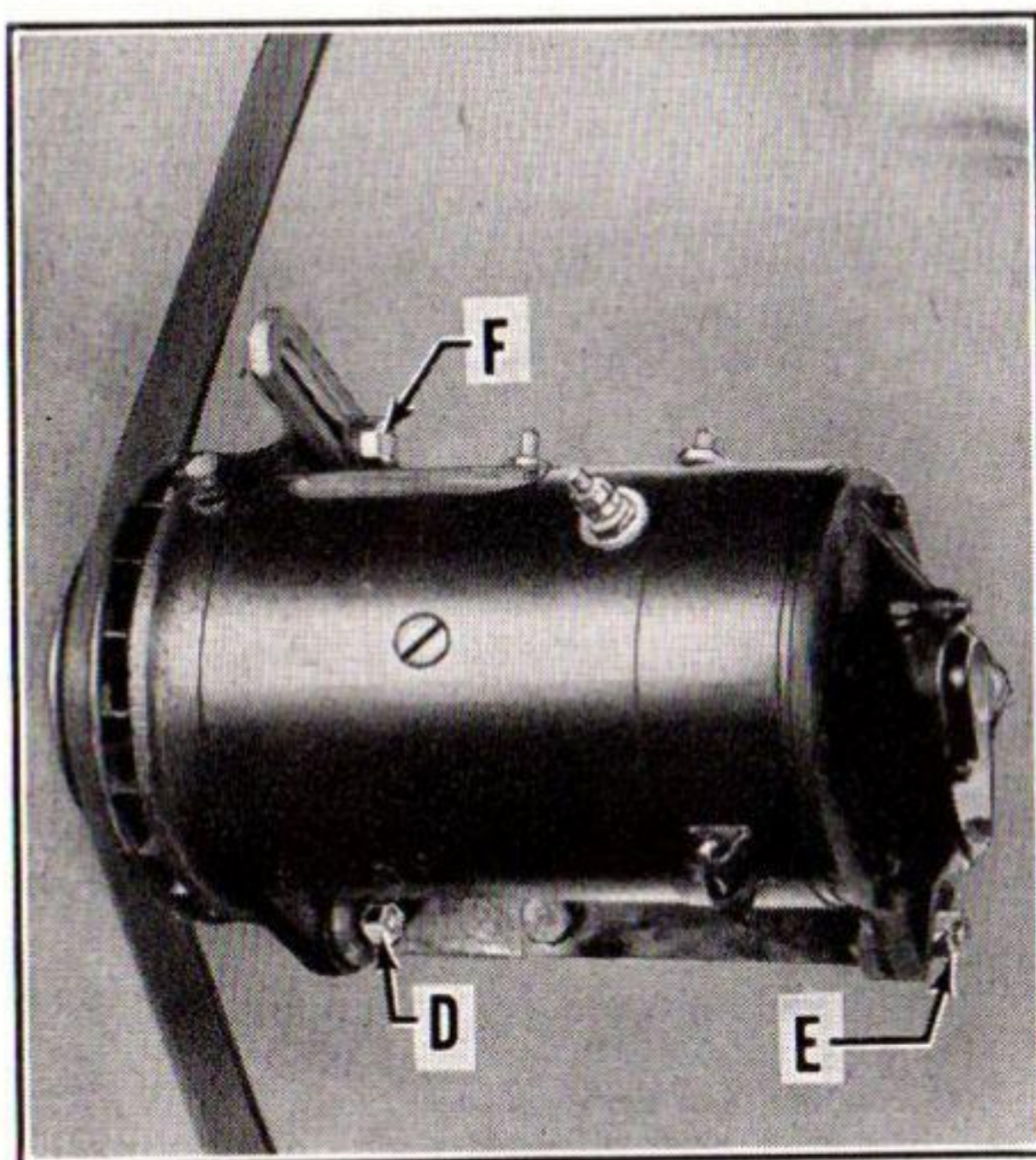


Figure 42

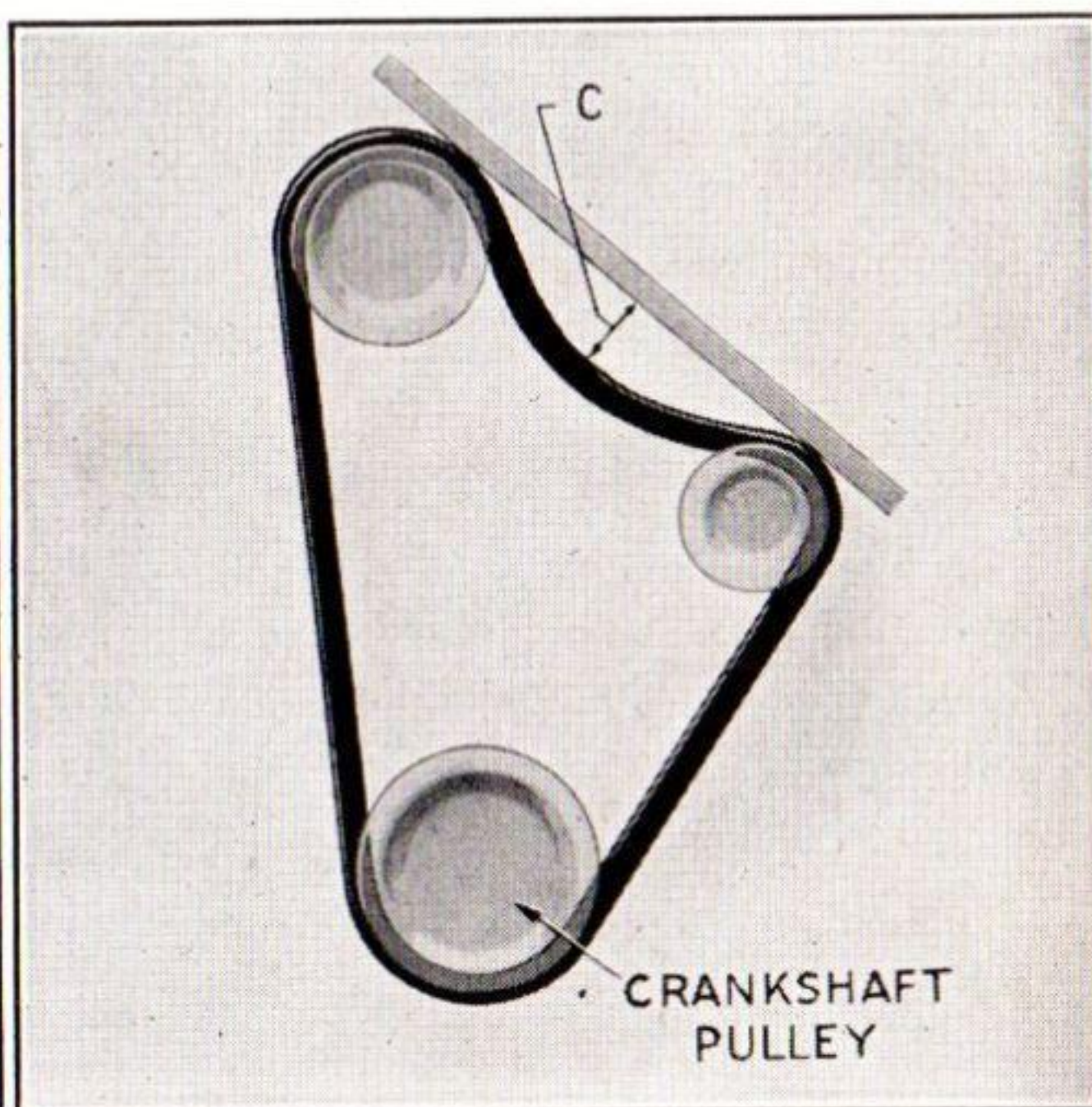


Figure 43

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 $\frac{3}{8}$ " to $\frac{1}{2}$ ", as shown at "C", (Figure 43).

Adjustment is made by loosening cap screws and nuts (D), (E) and (F), (Figure 42). When proper position has been obtained, be sure to tighten screws and nuts securely.

CIRCUIT BREAKER 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 system. Separate fuses are also employed for the protection of optional equipment and accessory items, as follows:

THE ELECTRIC CLOCK—3 ampere fuse contained in the fuse case located at the back of the clock.

WEATHER-CONTROL—14 ampere fuse located in a fuse case near weather-control switch.

RADIO—14 ampere fuse contained in the fuse case on left side of radio, or in radio feed wire.

OVERDRIVE CIRCUIT—30 ampere fuse located on Overdrive relay.

CLUTCH

The only attention required is a periodic check of clutch pedal clearance.

BRAKE SYSTEM

SERVICE BRAKES are of the internal expanding, self-centering type, hydraulically applied. Brake wear and life depend upon the amount and type of driving you do. For safety, keep brakes adjusted so they stop the car with very little pedal travel.

HAND BRAKE—Pulling back the hand brake lever applies the rear brakes mechanically for parking. Turning handle releases brakes. Have your Hudson Dealer check the brakes of your car periodically.

BRAKE FLUID—Numerous rubber parts are used in the hydraulic system which makes necessary the use of brake fluids that are entirely free of mineral oil and other ingredients which are detrimental to the rubber and may cause swelling and early deterioration. Hudson Hydraulic Brake Fluid meets these requirements.

Maintain the level of the brake fluid not lower than $\frac{1}{4}$ " below the bottom of the master cylinder reservoir opening.

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, this work should be referred to your Hudson Dealer.

LUBRICATION

The varying 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.") Figure 47.

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.

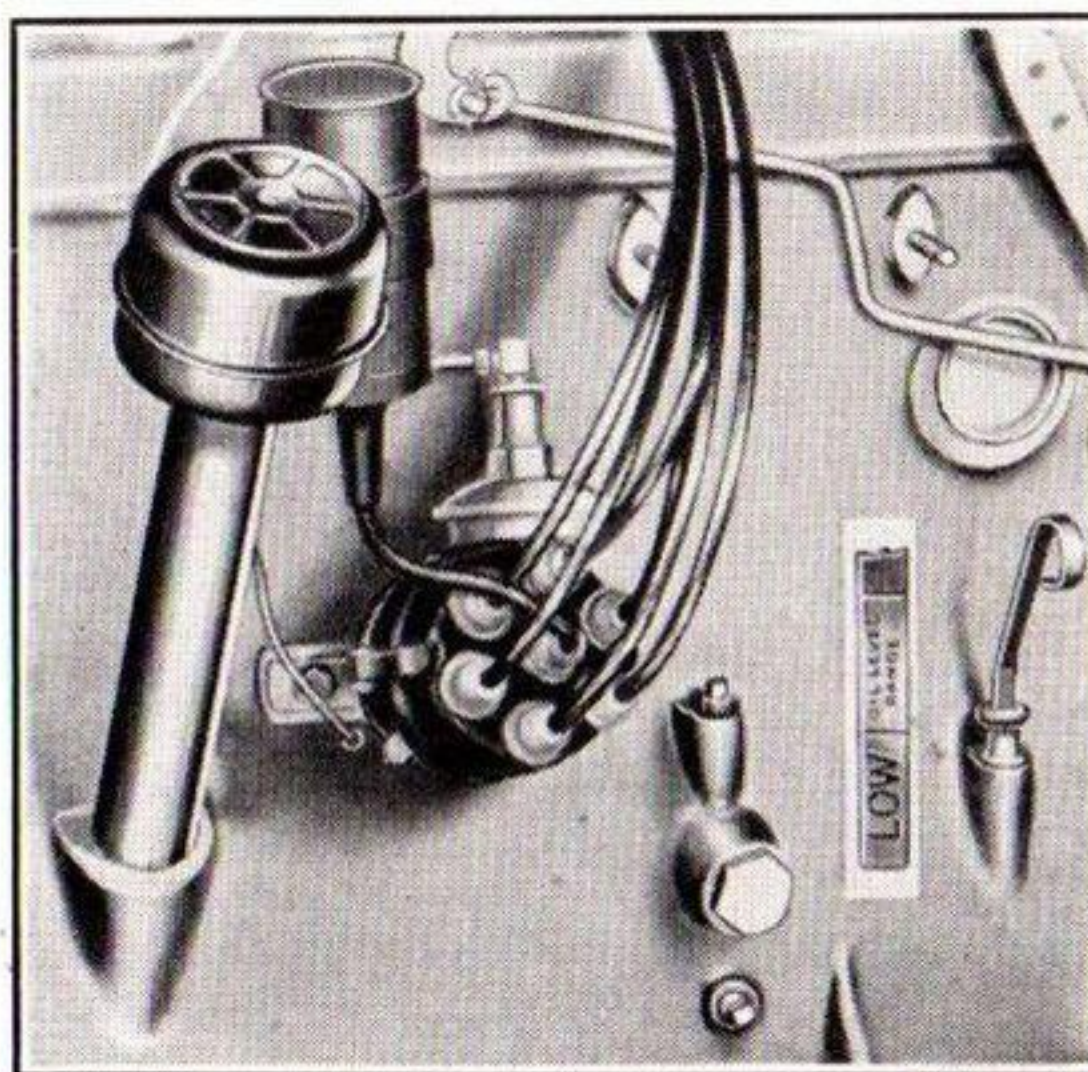


Figure 47

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 oils or compounds is not recommended. However, in the event they are used, the oil reservoir should be thoroughly drained before installing new oil.

ENGINE OIL CAPACITIES—The total engine oil capacity is 5½ quarts. When the oil is drained in the conventional manner, the refilling quantity is 5 quarts.

Approximately two quarts of oil are required to bring the level from the "Low" to "Full" mark.

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 28.

EVERY 1,000 MILES

VISCOUS CHASSIS LUBRICANT

Points	Points
Drag Link.....2	Center Steering Arm
Upper Support Arm Outer.....2	Pivot Bearing.....1
Upper Support Arm Inner.....4	Tie Rod End.....4
Lower Support Arm Outer.....2	Steering Spindle Pivot
Lower Support Arm Inner.....4	Pins.....2
Brake Pedal Bearing.....1	Clutch Pedal Bearing.....1
Rear Spring Shackle Bushing.....4	

ENGINE OIL

Engine.....Check Oil Level	Hood Hinge.....8
Door Lock Push Button.....4	Windshield Wiper Pulley.....4
Door Hinge.....8	Remote Control Shift Lever.....1
Door Striker Wedge.....4	Rear Compartment Door Hinge.....8
Fuel Tank Filler Door	
Hinge and Spring.....3	

WATER RESISTANT LUBRICANT

Points	Points
Windshield Wiper Cables at Pulleys.....4	Dome Light Switch.....2
Door Lock Star Wheel and Dovetail.....8	Door Striker.....4
Rear Compartment Door Latch and Striker.....1	Hood Upper Lock.....1
Door Check Arm.....4	Hood Lower Lock.....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 2 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 28

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 Renew cartridge

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

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

HUDSON WEATHER CONTROL

The Hudson Weather Control as used on Hudson Jet Models is a fresh air ventilating and heating unit being so constructed as to provide summer ventilation, winter heating and windshield defrosting with simplicity of control.

The cowl ventilator remains open for all heating, ventilating and defrosting conditions except for a short period of engine warm-up during cold weather.

The entire operation of the weather-control unit is accomplished by two levers, located on the left side of the instrument panel.

The upper or blower lever (21, Figure 48) operates the heater door, blower valve located inside the blower housing which directs air either to the passenger compartment or to the windshield for defrosting and the switch controlling the blower speed. The lower or temperature lever (22) operates a summer door located inside the heater housing for summer driving conditions and a thermo-

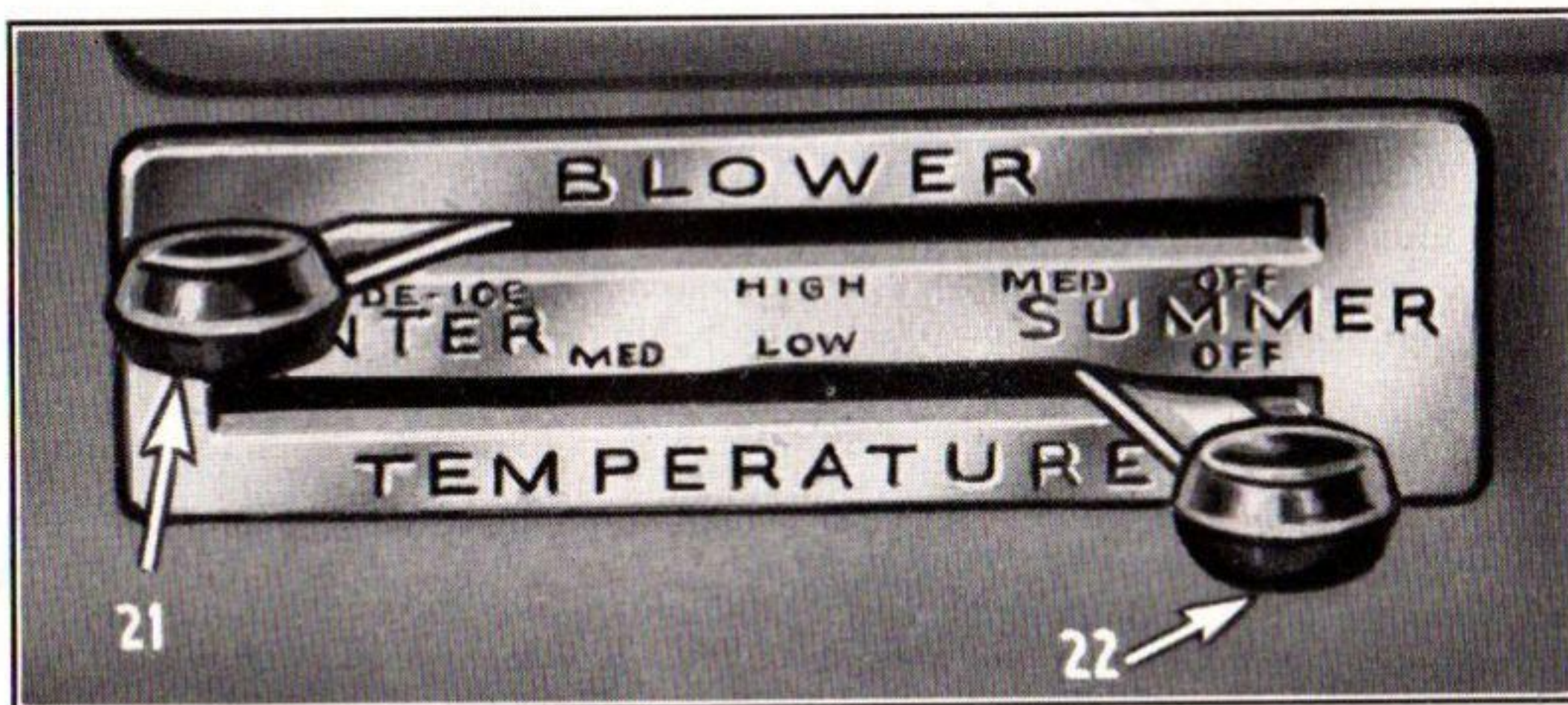


Figure 48

static valve which automatically opens and closes to maintain the temperature selected for winter driving. Once set for the desired temperature the lever seldom needs adjustment.

COLD WEATHER DRIVING

Open the cowl ventilator as soon as the temperature gauge hand begins to move to the right.

Move the lower temperature lever (22) to the desired setting, either low, medium or high.

If the car is being driven at slow or interrupted traffic speeds in cold weather and additional heated air circulation is desired the upper or blower lever (21) may be

moved to the low or high position. This action closes the heater door and turns on the blower to increase the flow of heated air to the passenger compartment through the blower outlet.

Further movement of the blower lever to the "Defog" position partially closes a damper valve in the blower outlet forcing a portion of the heated air up through the defroster tubes to the windshield and also allows some of the heated air to enter the passenger compartment.

Full movement of the lever to the "De-Ice" position completely closes the damper valve in the blower outlet forcing all of the heated air through the defroster tubes to the windshield to remove snow or ice. This position may also be used when passengers first enter a cold car to clear the windshield and windows from frost or fog.

(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.
- b. Ventilating wings and windows should be fully closed except possibly when using the heater for defrosting when interior temperatures might become higher than desired. Open windows or ventilator wings cause loss of heat and prevent normal circulation of air and heating in the passenger compartment.

WARM WEATHER DRIVING

For warm weather driving the cowl ventilator should be fully open with the lower or air temperature lever in the Summer Open position. With the lever in this position the summer ventilating door located inside the heater housing is opened to allow the majority of fresh air to bypass the heater core which results in a greater volume of fresh air entering the passenger compartment. With the lever in this position the thermostatic valve is turned off.

At low speeds (normal driving) windows and ventilator wings can be open as desired for additional air circulation or the upper or blower lever may be moved to the high position, which operates the blower motor and will increase the amount of fresh air entering the car.

At high speeds close windows and ventilator wings for minimum wind noise and wind burn. Opening the rear quarter wings slightly on Super Jet Sedan models will help maintain full air flow throughout the passenger compartment.

When driving on dusty roads keep the cowl ventilator fully open and keep all windows and ventilator wings closed. This maintains a slight air pressure in the passenger compartment and prevents dust from entering.

RADIO

6 TUBE—MANUAL CONTROL TYPE

OFF-ON AND VOLUME CONTROL—To turn the receiver on, turn the volume control knob (17 Figure 49) on the right side, until a click is heard and the dial (15) is illuminated. To increase the volume, continue to turn the knob to the right. To shut off the receiver, turn control knob to the left until a click is heard.

TONE CONTROL—Tone control is regulated by the ring (16) behind the volume control knob. Turning this ring clockwise or counter-clockwise will change the tone.

TUNING—After the receiver is turned on, turn knob (14) to the right or left for best reception.

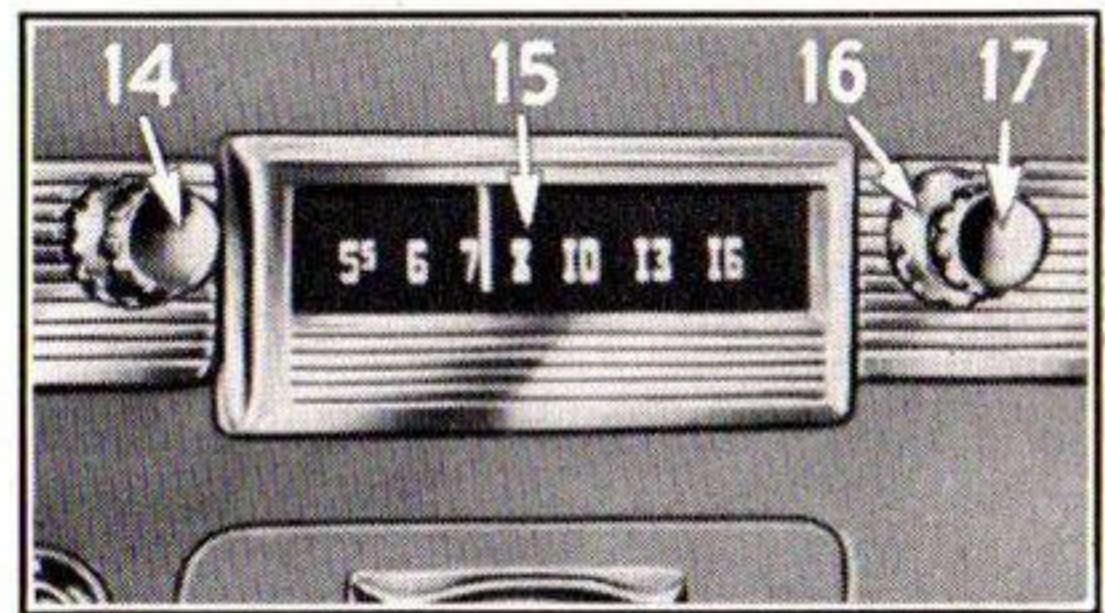


Figure 49

8 TUBE—PUSH BUTTON TYPE

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 50) 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.

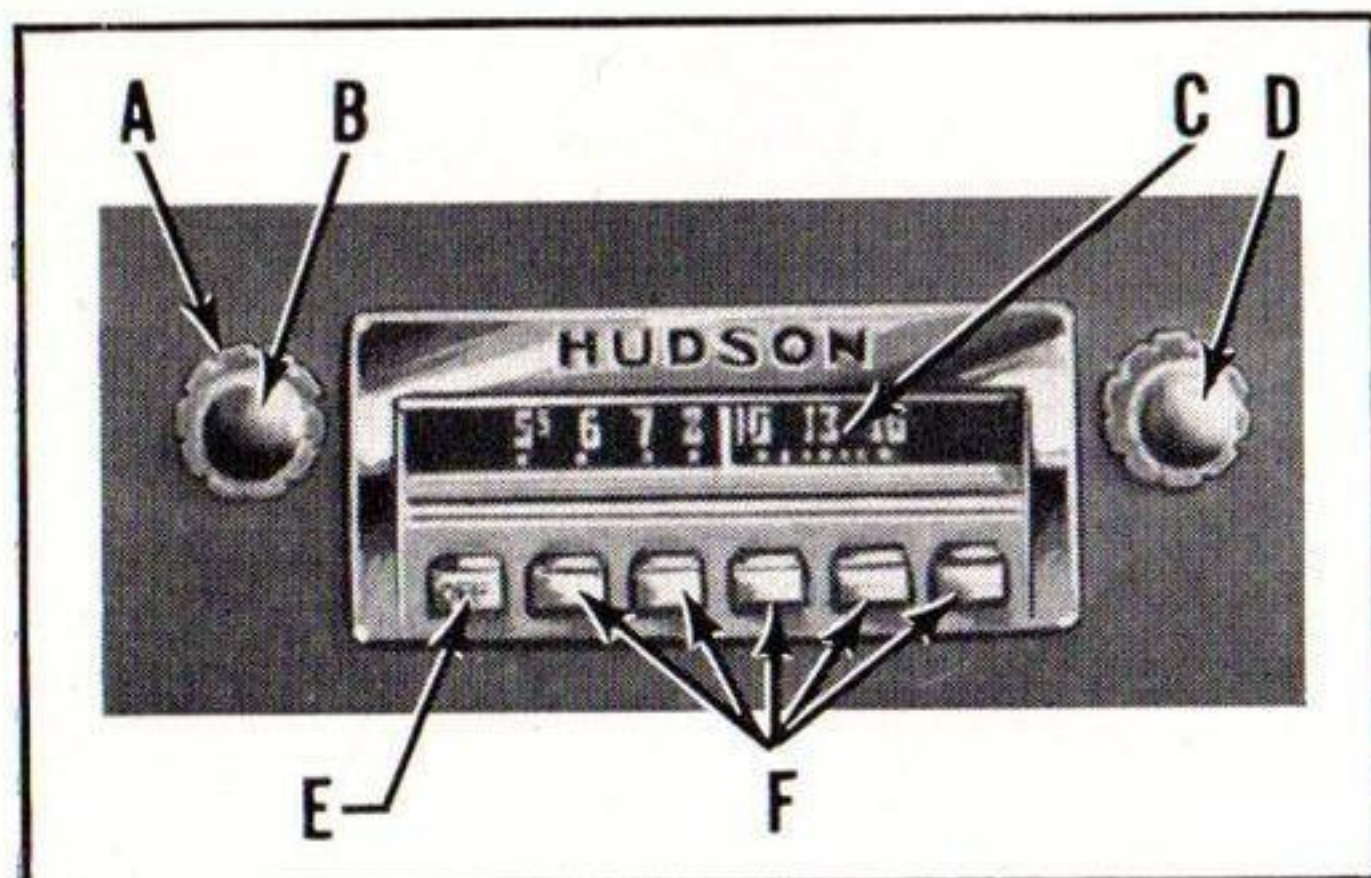


Figure 50

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.

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

MODEL AND LICENSE DATA

HUDSON JET.....SERIES 1C

Body Types	No. of Cyls.	Bore	Stroke	A.M.A. H.P.
Four Door Sedan.....	6	3"	4 3/4"	21.6

HUDSON SUPER JET.....SERIES 2C

Four Door Sedan.....	6	3"	4 3/4"	21.6
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CAR NUMBER

The car serial number and the model designation are stamped on a metal plate attached to the right front door body hinge post. The car serial number is also stamped on the top flange of the right frame side rail near the dash panel.

ENGINE NUMBER

Stamped vertically, reading downward, on the front face of the cylinder block at the top right corner. Engine number is the same as the car number.

PAINT COLOR

Code letters or numbers indicating the color of the paint are stamped on the upper hinge of the right front door.

SPECIFICATIONS

CAR DIMENSIONS

Overall Length (Including Bumpers).....	180 1/16"
Overall Width.....	67 1/16"
Overall Height.....	60 7/8"
Turning Radius—Right.....	16' 8 1/2"
Left.....	16' 8 1/2"

ELECTRICAL

Battery	
Make.....	National—6 Volts
Plates and Capacity.....	45 Plate—90 Amp. Hour
Distributor Contact Point Gap.....	.020"
Ignition Timing.....	Top Dead Center
Firing Order.....	1-5-3-6-2-4
Spark Plugs.....	Champion H-10, gap .032"

TIRES

Size 5.90 x 15
6.40 x 15

Inflation Pressures

5.90 x 15
6.40 x 15

Front

24 lbs.
24 lbs.

Rear

24 lbs.
22 lbs.

WHEELS

Size 4.00 x 15
4.50 x 15

CAPACITIES**COOLING SYSTEM**

	U. S.	Imperial	Metric
Without Heater	15 Quarts	12½ Quarts	14¼ Liters
With Heater	16 Quarts	13¼ Quarts	15¼ Liters

GASOLINE TANK

15 Gallons 12½ Gallons 56¾ Liters

ENGINE OIL

Dry	5½ Quarts	4½ Quarts	5¼ Liters
Refill	5 Quarts	4¼ Quarts	4¾ Liters

TRANSMISSION

Without Overdrive	1½ Pints	1½ Pints	¾ Liters
With Overdrive	2½ Pints	2½ Pints	1¼ Liters

REAR AXLE

2½ Pints 2½ Pints 1¼ Liters

HYDRA-MATIC TRANSMISSION

Refill	10 Quarts	8½ Quarts	9½ Liters
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W A R R A N T Y

"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 effect 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.

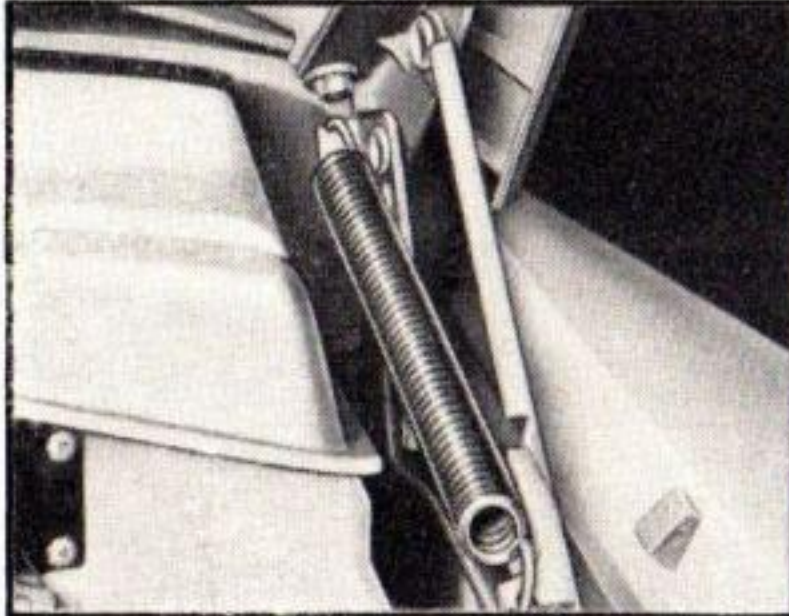
**Lubrication Charts
and
Wiring Diagram**

BODY LUB



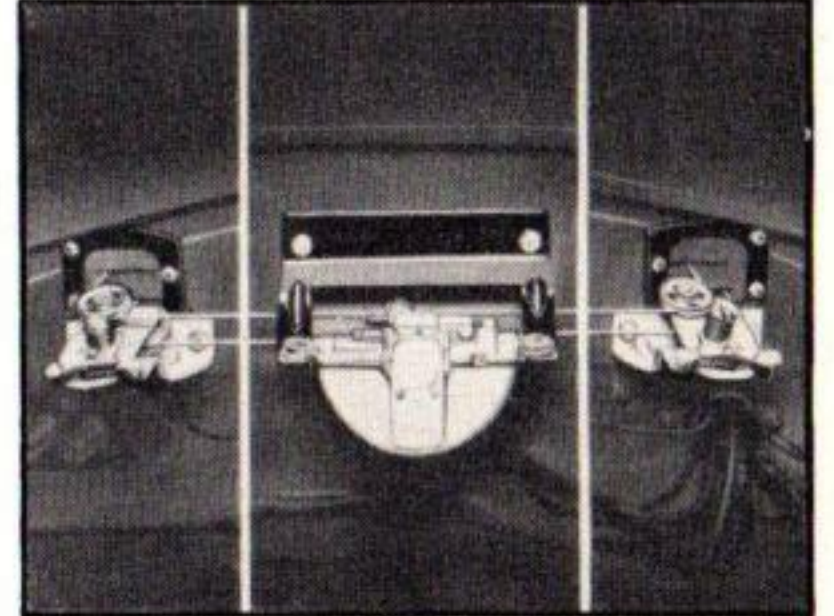
HOOD UPPER LOCK

1 Point
Dovetail and Spring
Water Resistant Grease



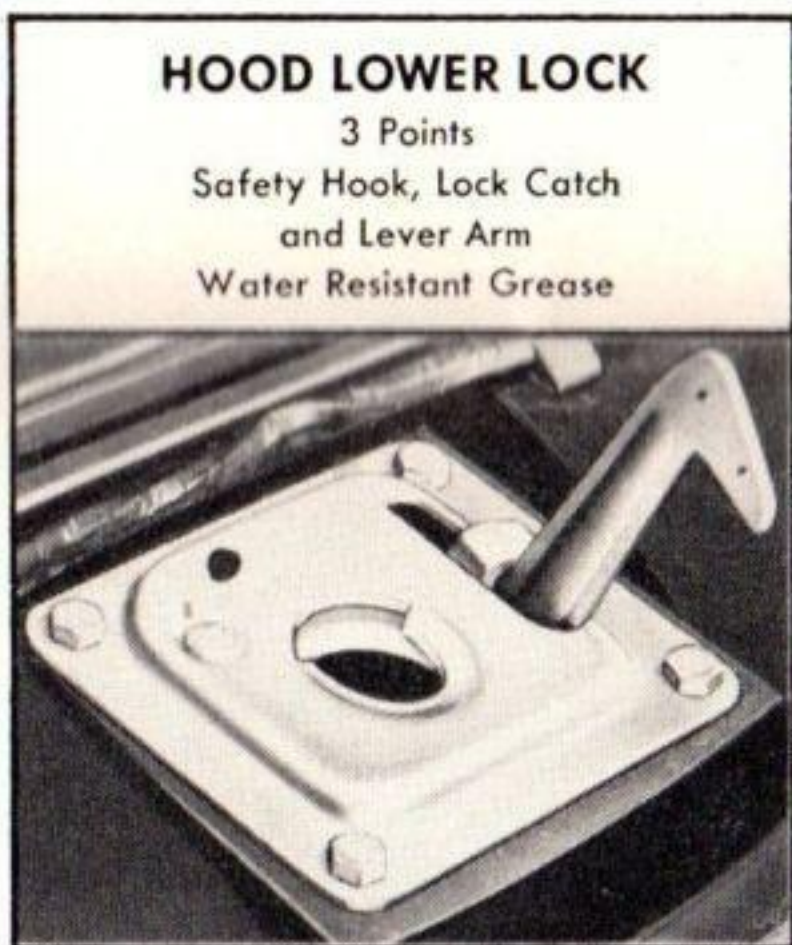
HOOD HINGES

4 Points Each Side
Each End of Spring
Hook to Anchor and Two Pivot Pins
Engine Oil



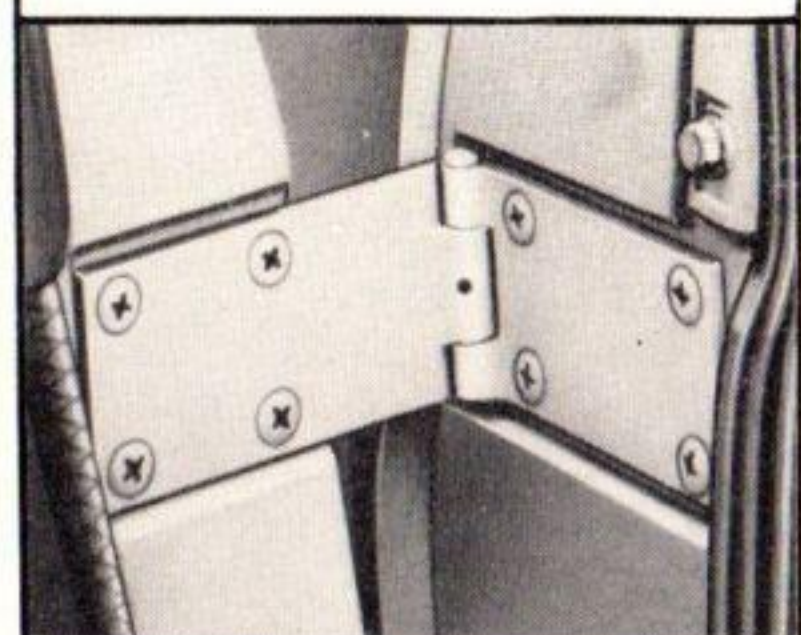
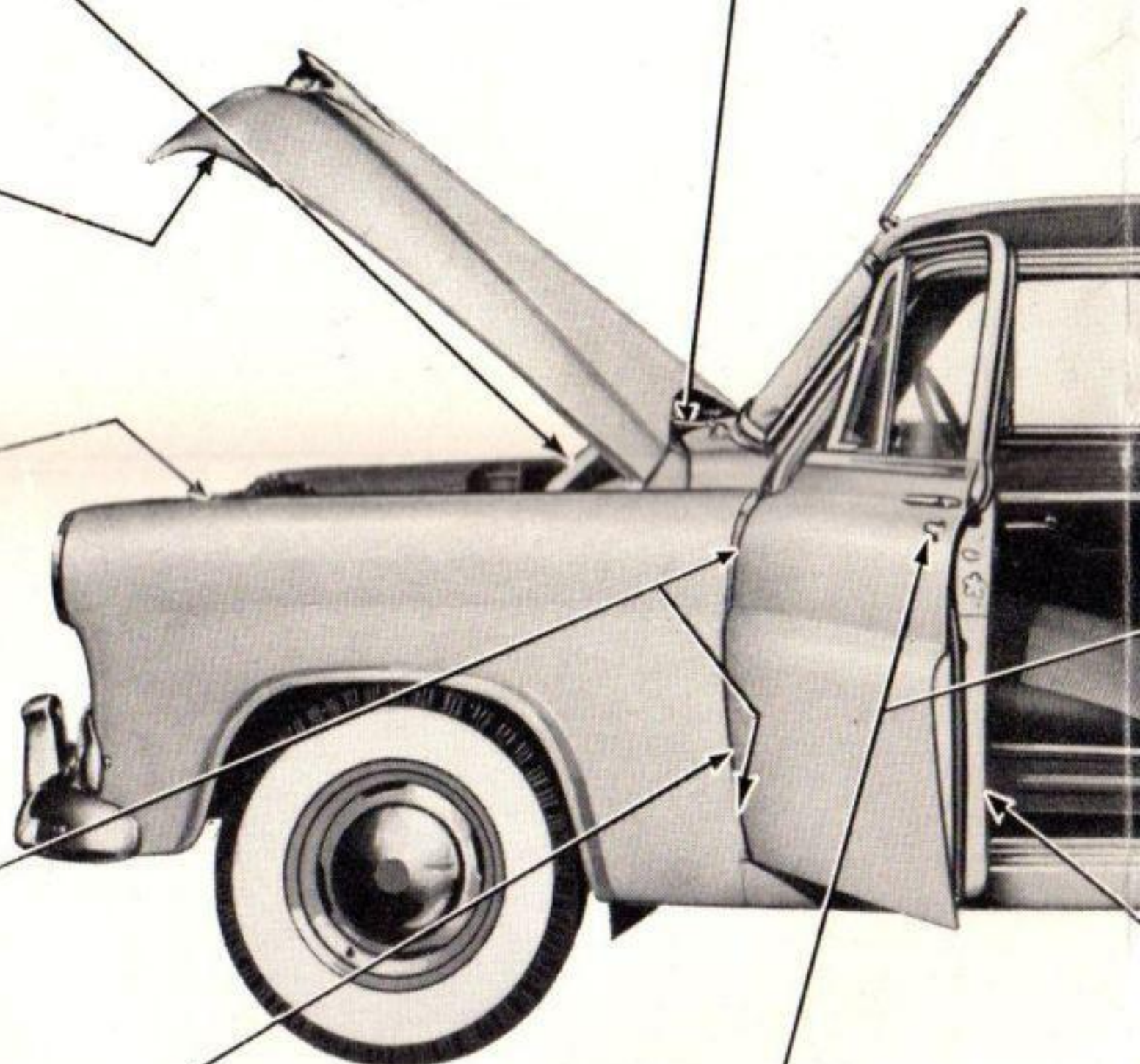
WINDSHIELD WIPER PULLEYS CABLES AND PIVOT

9 Points
Light Oil on Wiper Motor Pivot
and Pulley Bearings
Water Resistant Grease on Cables



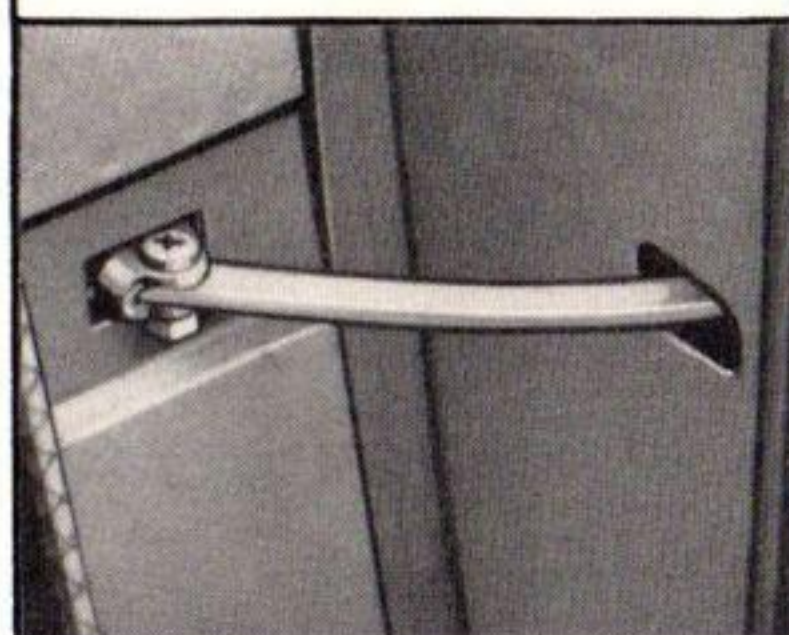
HOOD LOWER LOCK

3 Points
Safety Hook, Lock Catch
and Lever Arm
Water Resistant Grease



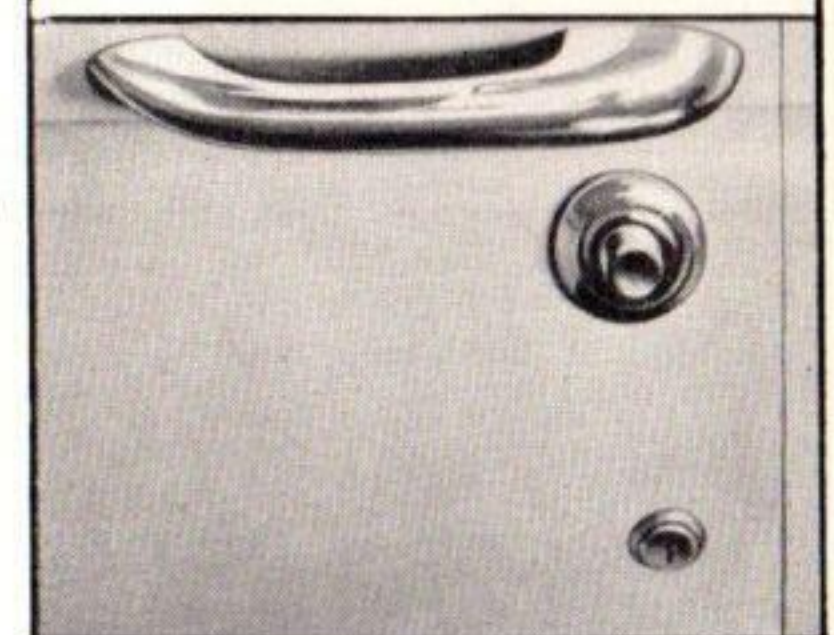
DOOR HINGE

2 Points Each Door
In Hole Provided at Hinge Joint
Light Engine Oil



DOOR CHECK ARM

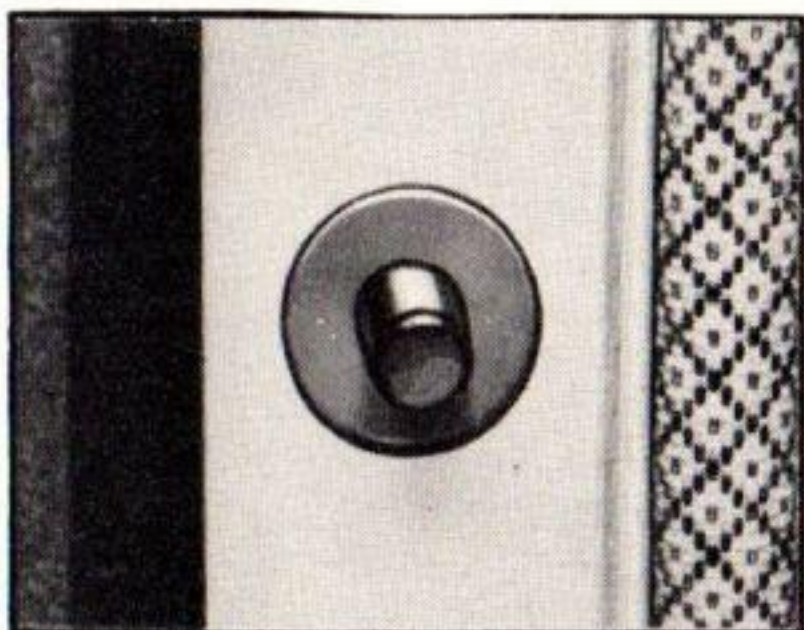
2 Points Each Door
Arm and Pivot
Water Resistant Grease



DOOR LOCK PUSH BUTTON

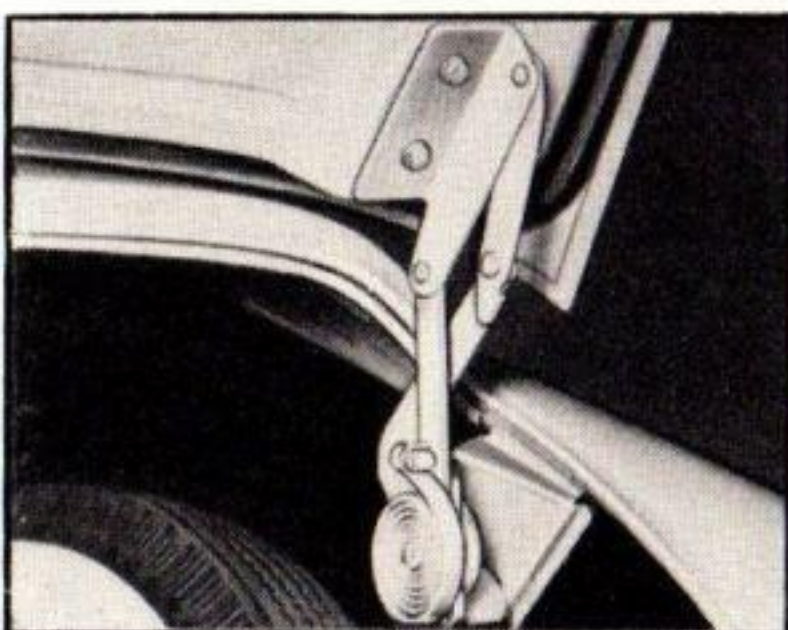
4 Points
Few Drops Light Engine Oil

RICATION



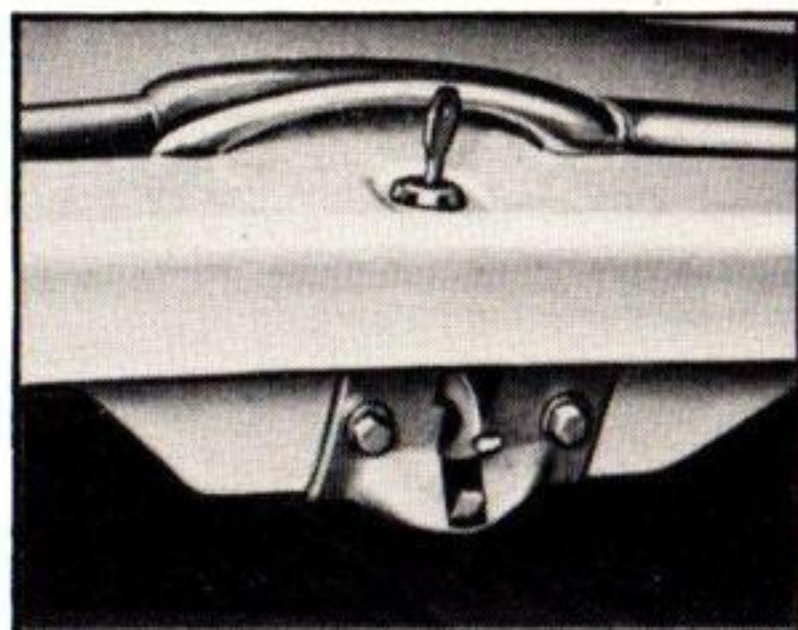
DOME LAMP SWITCH

1 Point Each Side at Pillar Post
Switch Plunger
Water Resistant Grease



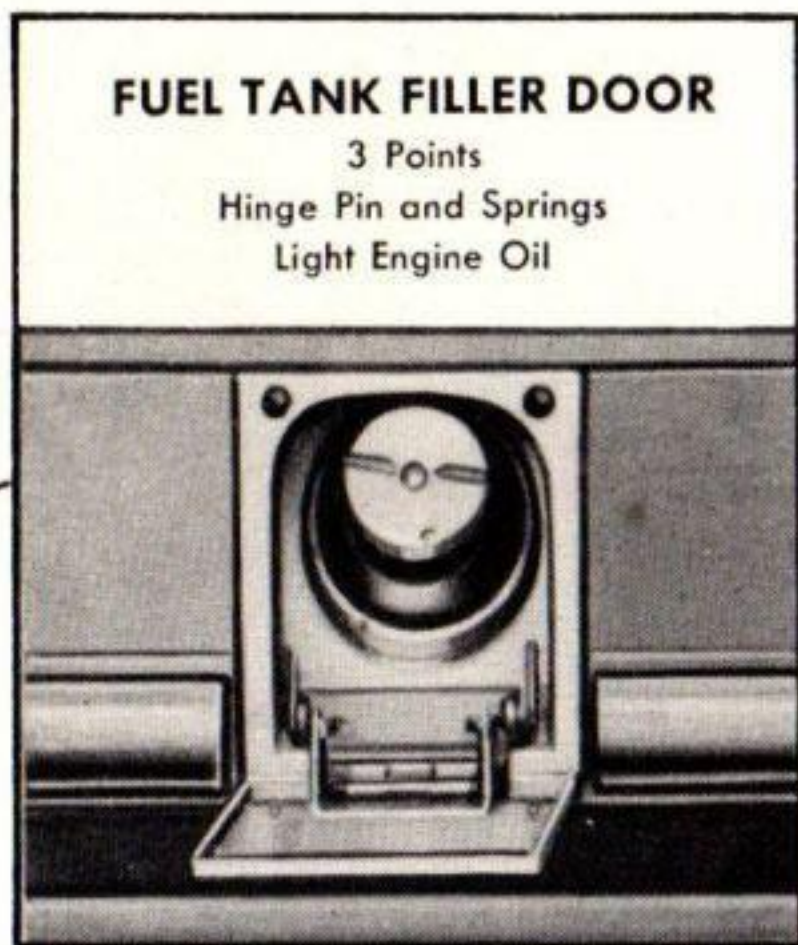
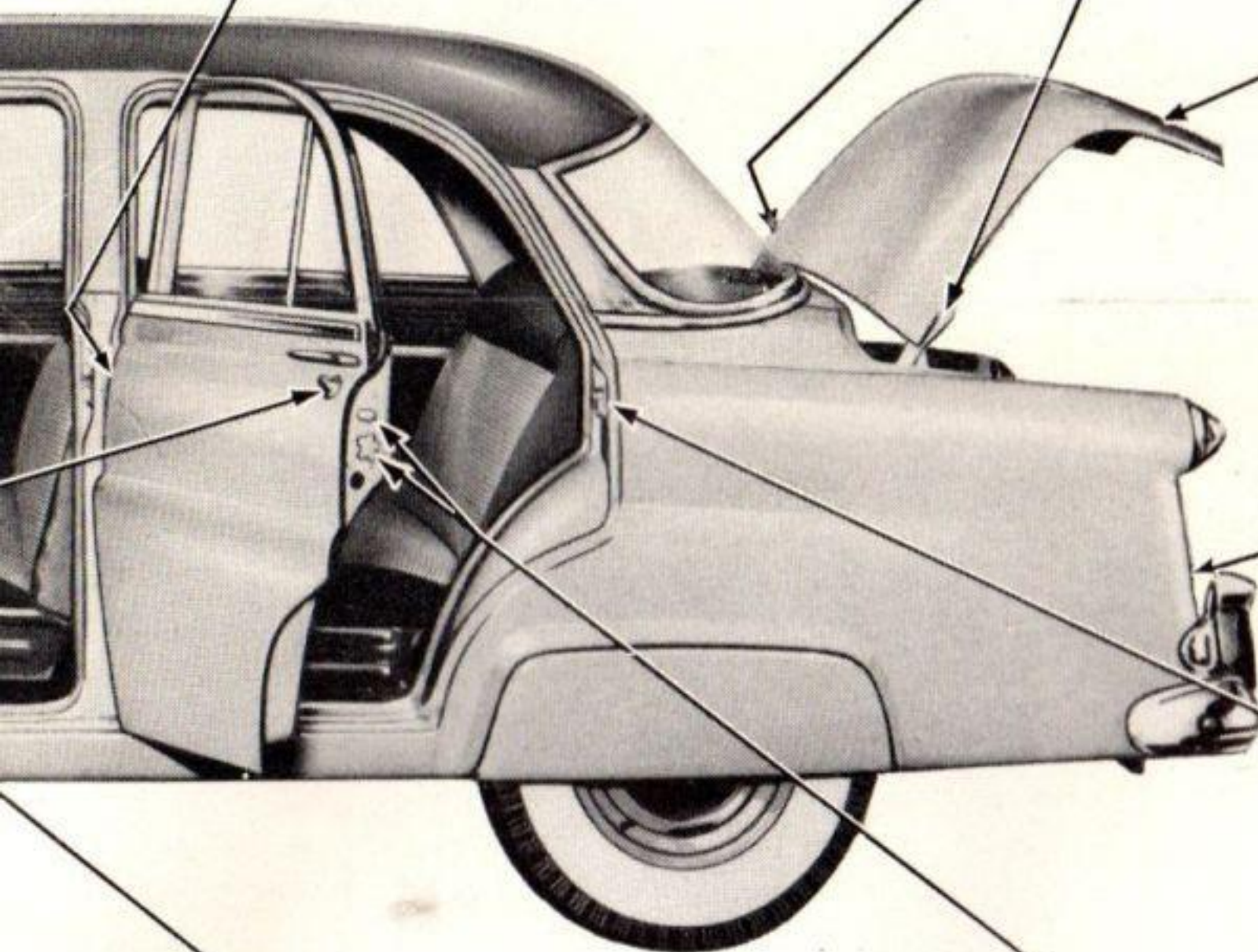
**REAR COMPARTMENT
DOOR HINGE**

4 Points Each Side
On Hinge Pivots and Spring Retainer
Engine Oil



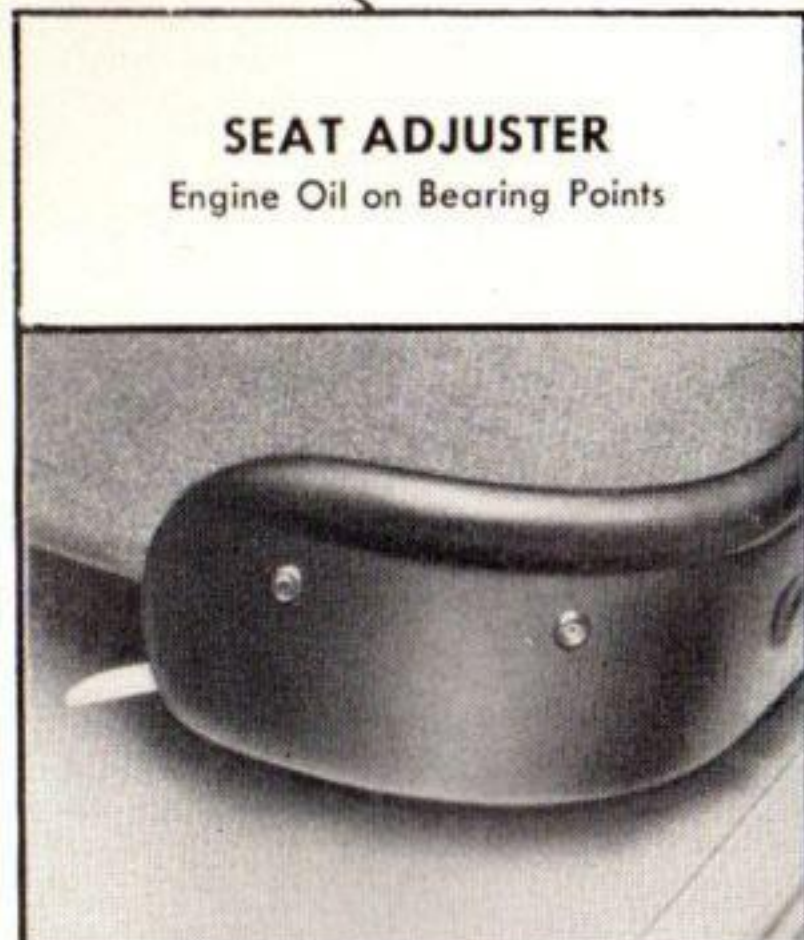
**REAR COMPARTMENT
DOOR LATCH AND STRIKER**

1 Point
Water Resistant Grease



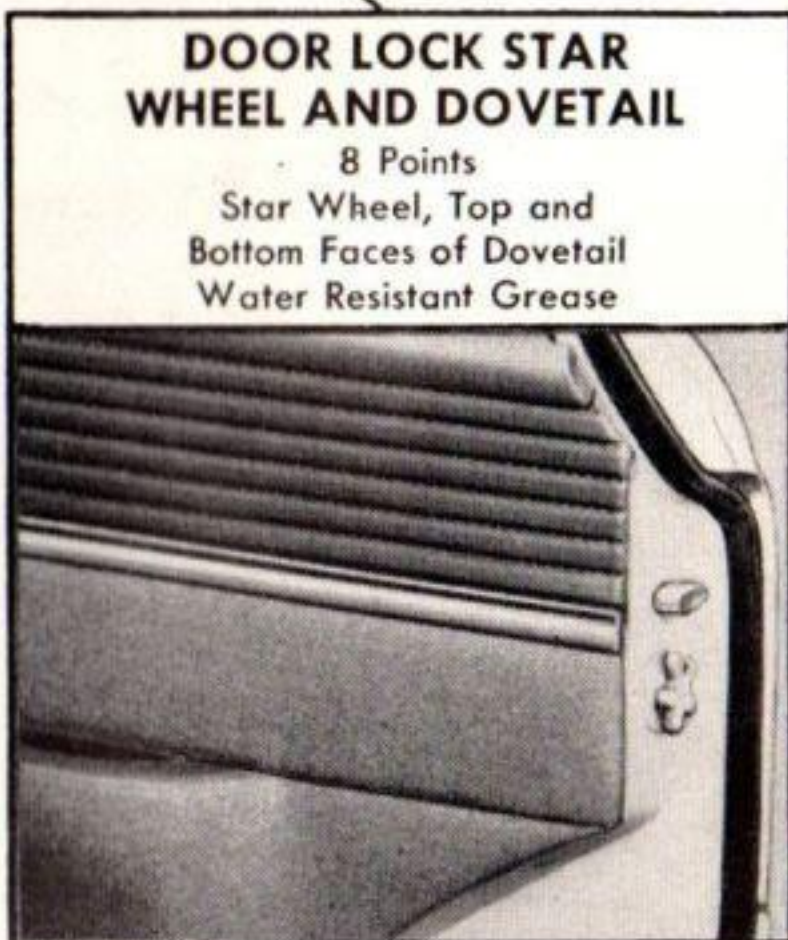
FUEL TANK FILLER DOOR

3 Points
Hinge Pin and Springs
Light Engine Oil



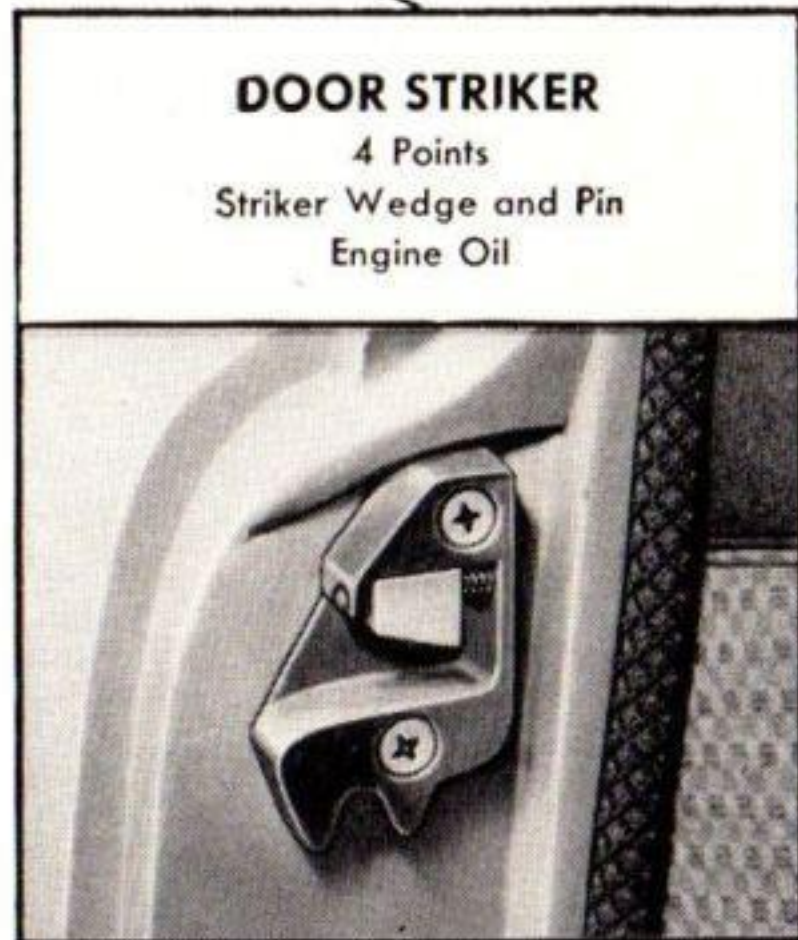
SEAT ADJUSTER

Engine Oil on Bearing Points



**DOOR LOCK STAR
WHEEL AND DOVETAIL**

8 Points
Star Wheel, Top and
Bottom Faces of Dovetail
Water Resistant Grease



DOOR STRIKER

4 Points
Striker Wedge and Pin
Engine Oil

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**2000 MILES
GENERATOR BEARINGS**

2 Points
Engine Oil

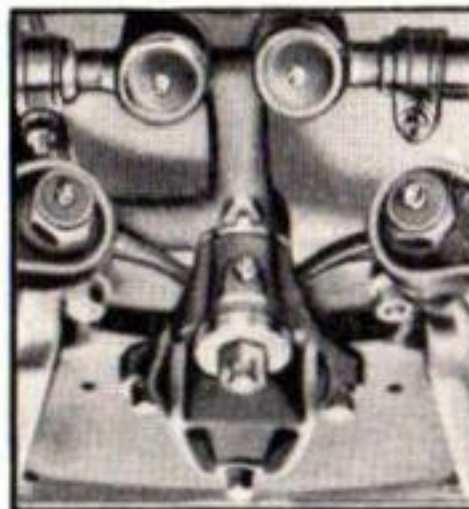


**2000 MILES
AIR CLEANER—STANDARD**
Wash In Gasoline And
Lubricate With Engine Oil
AIR CLEANER—OIL BATH
Remove And Wash In Gasoline
Pour 1 Pint Engine Oil
In Cleaner Body



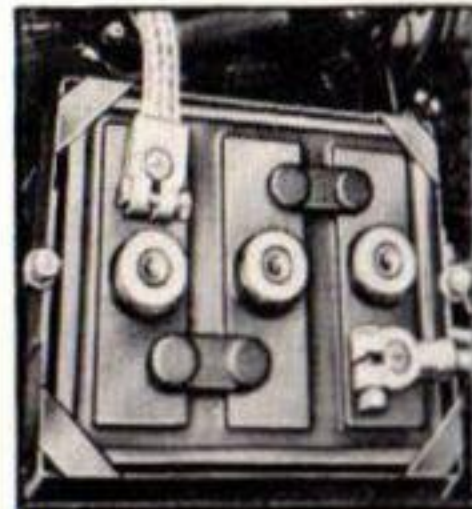
**1000 MILES
LOWER SUPPORT ARM
INNER**

4 Points
Viscous Grease



**1000 MILES
CENTER STEERING ARM
PIVOT BEARING**

1 Point
Viscous Grease



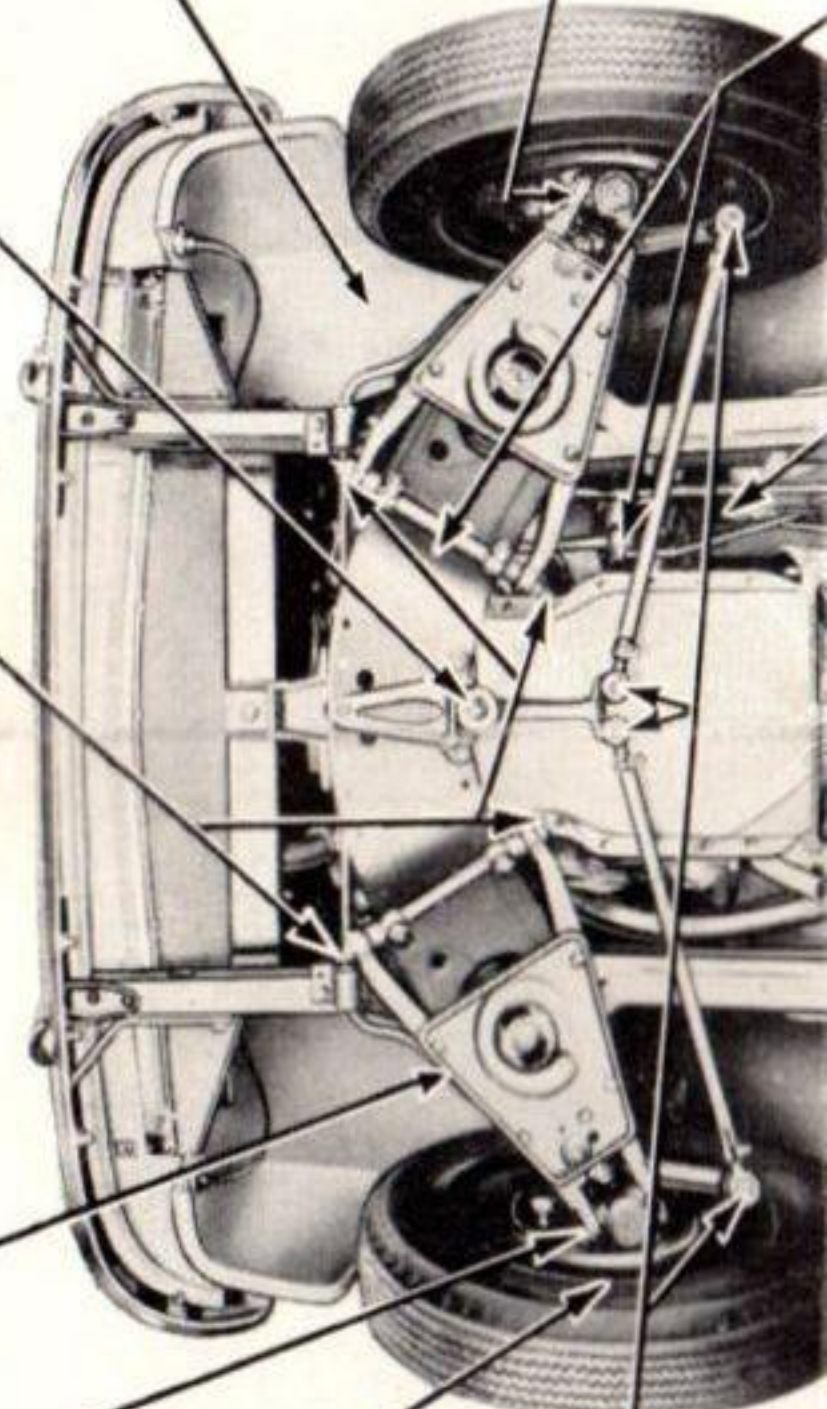
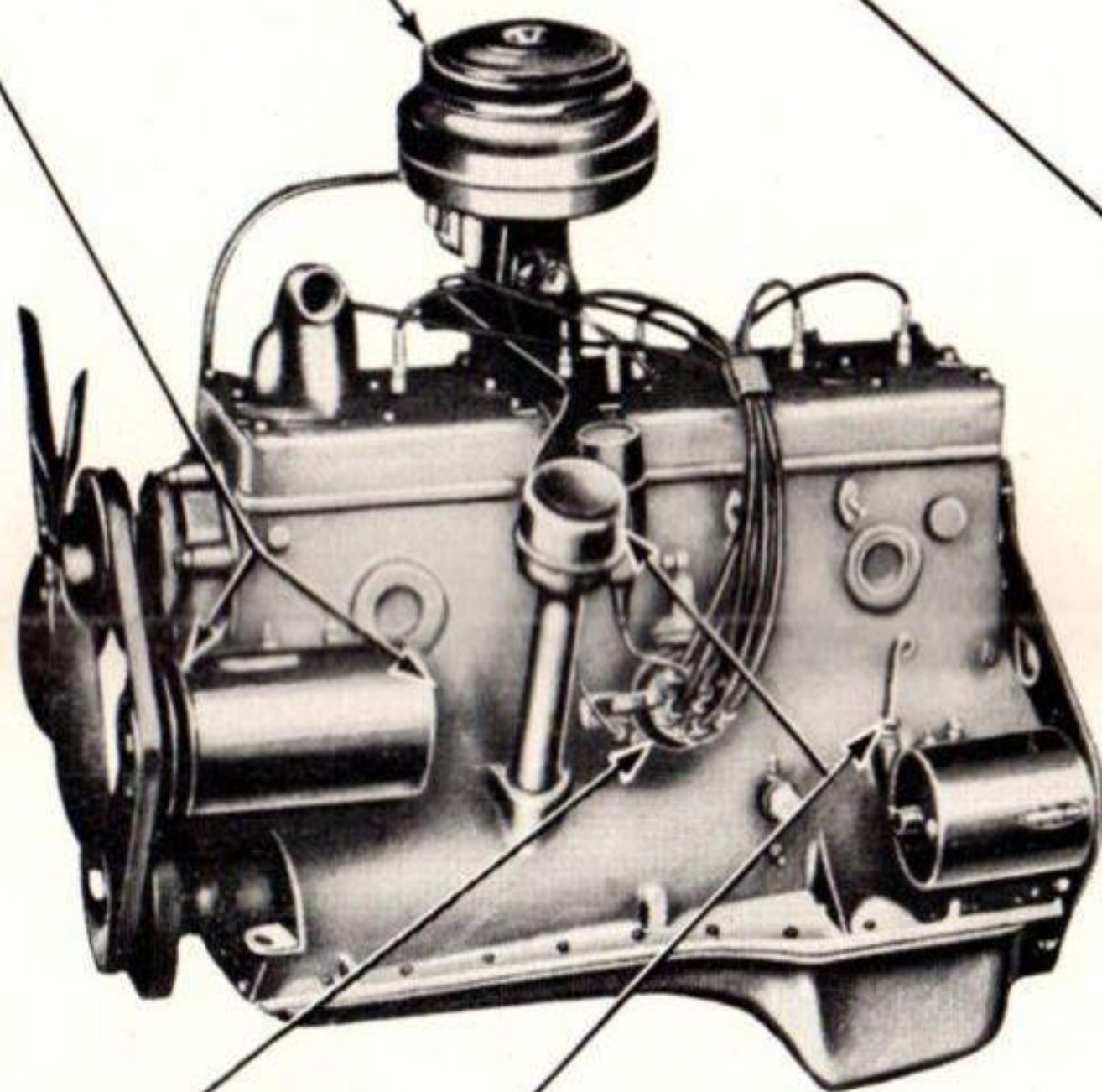
**1000 MILES
BATTERY**

Add Distilled Water
Fill to ☐
Keep Plates Covered



**1000 MILES
UPPER SUPPORT ARM OUTER**

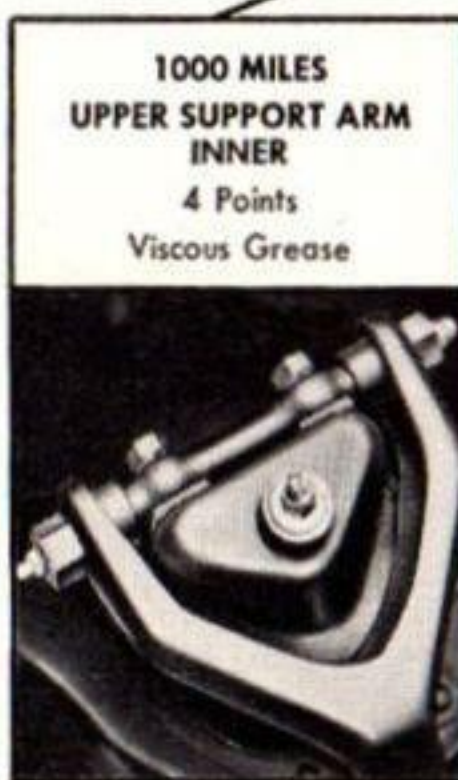
2 Points—Viscous Grease
**STEERING SPINDLE
PIVOT PINS**
2 Points—Viscous Grease



**2000 MILES
DISTRIBUTOR**
Contact Arm Pivot
Wick Top Of Shaft
Shaft Oil Cup
Cam Lobes
Engine Oil

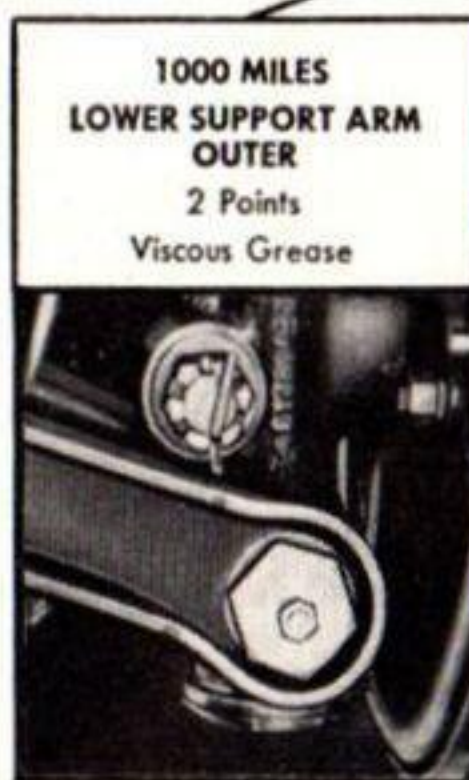


**2000 MILES
CRANK CASE**
Check Level Frequently
Drain And Refill—Engine
Oil
(See Oil Specifications)



**1000 MILES
UPPER SUPPORT ARM
INNER**

4 Points
Viscous Grease

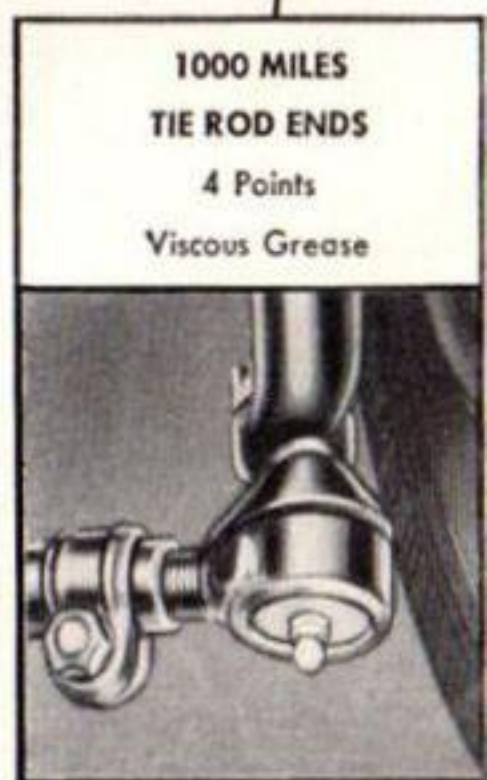


**1000 MILES
LOWER SUPPORT ARM
OUTER**

2 Points
Viscous Grease



**10,000 MILES
FRONT WHEEL BEARINGS**
Capacity—4 Ounces
2 Points
Milled Sodium
Soap Base Grease



**1000 MILES
TIE ROD ENDS**

4 Points
Viscous Grease

GENERAL LUBRICATION INFORMATION

ENGINE LUBRICATION REFILL CAPACITY

5 Quarts 4 1/4 Imp. Qts.—4 3/4 Liters
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.

90° AVERAGE TEMPERATURE.....USE S.A.E. 30
MINIMUM ANTICIPATED TEMPERATURE

32°.....USE S.A.E. 20
10°.....USE 20W
-10.....USE 10W
Below -10°.....USE 5W

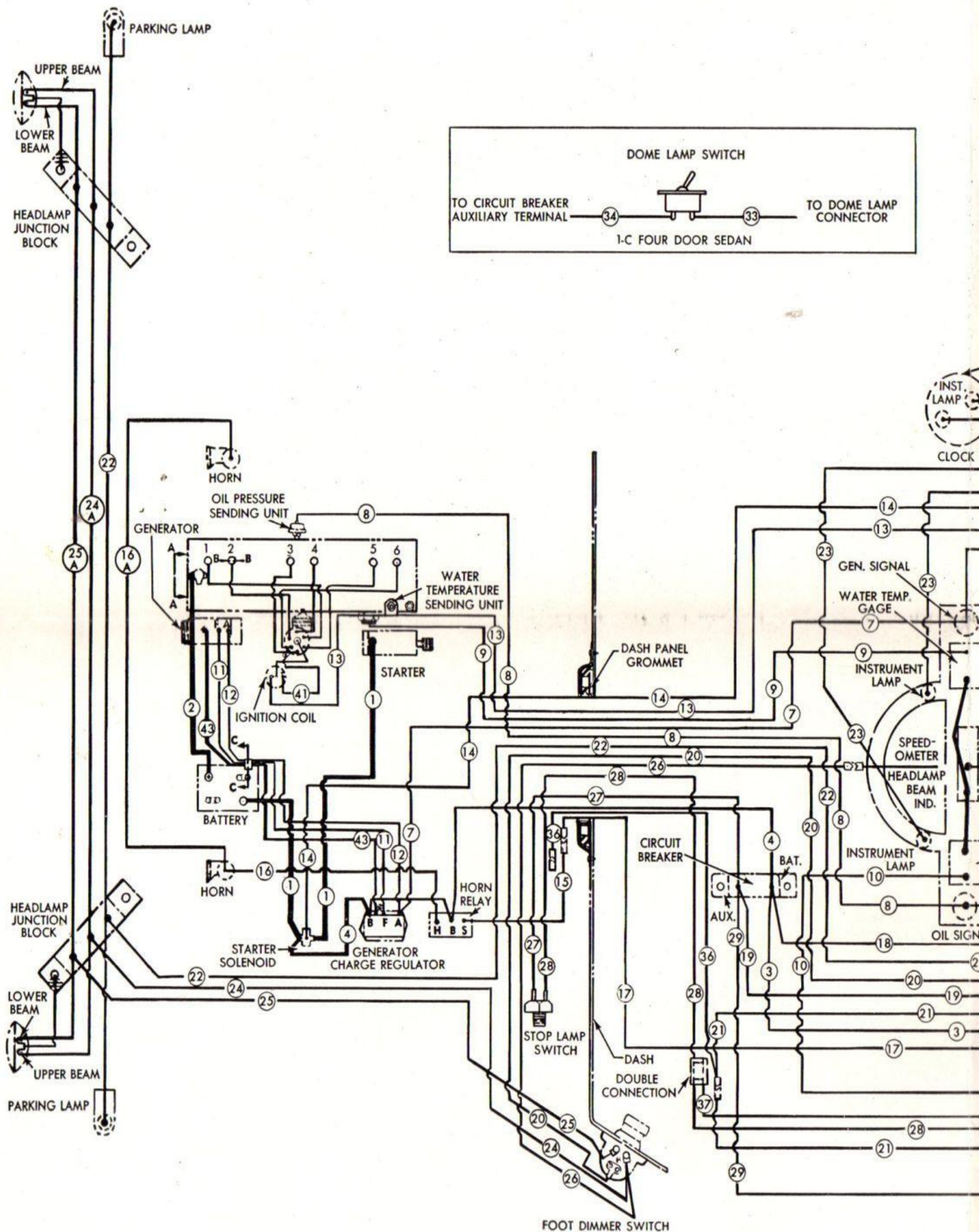
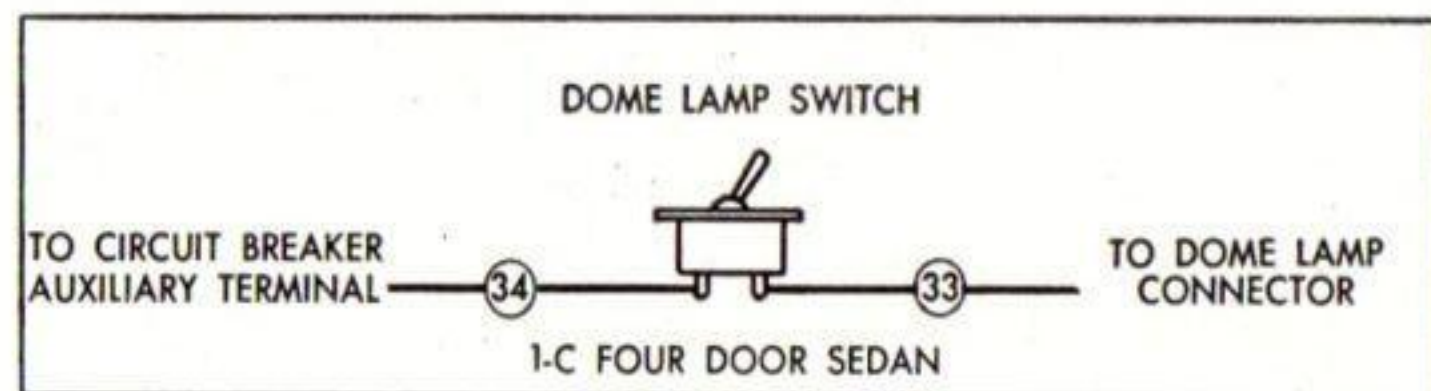
OR 10W PLUS 10% KEROSENE

MISCELLANEOUS POINTS

(USE HAND OILER)

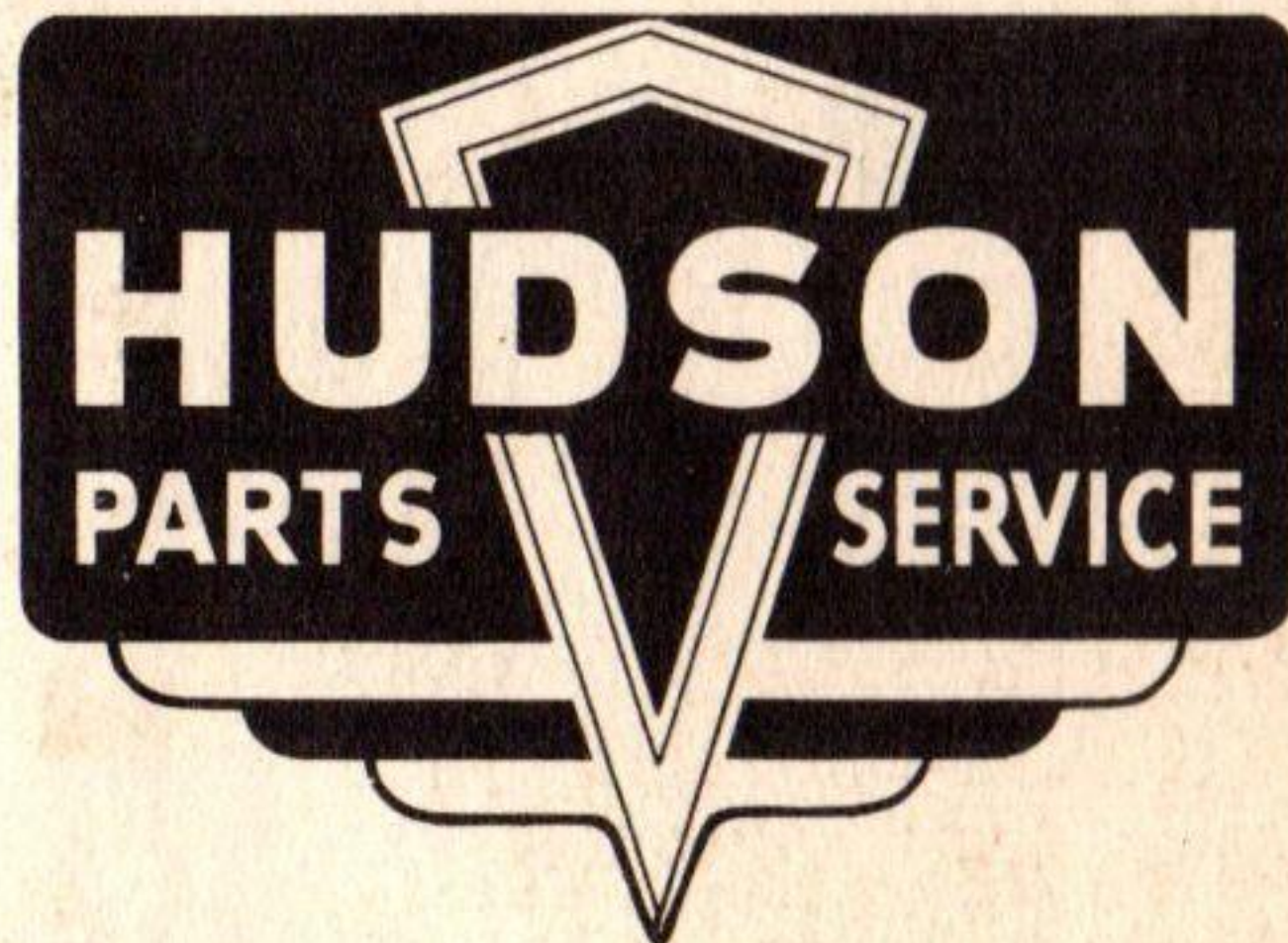
Throttle Linkage.....Oil All Joints
Brake Linkage.....Oil All Joints
Hydra-Matic Drive Linkage.....Oil All Joints

WIRING D



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