HUDSON JET

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.

S

OWNER



SERVICE POLICY

Owner's Name

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.



OWNER IDENTIFICATION CARD

OWNER NAME

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.

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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

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

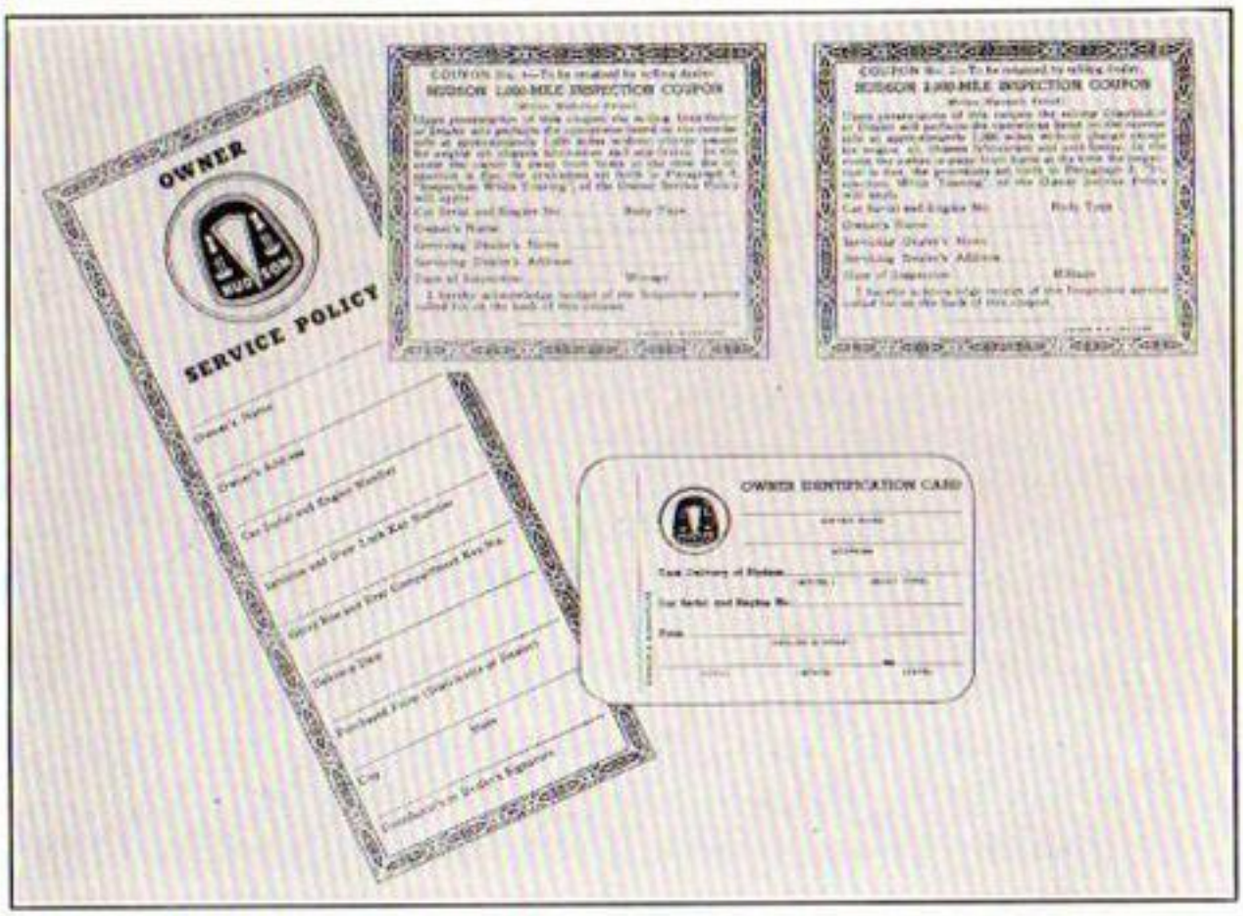
Detroit 14, Michigan, U.S.A.

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.

OWNER SERVICE POLICY

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

1. Owner Service Policy has been properly filled in and its provisions fully explained to you.
2. Owner Identification Card has been 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.



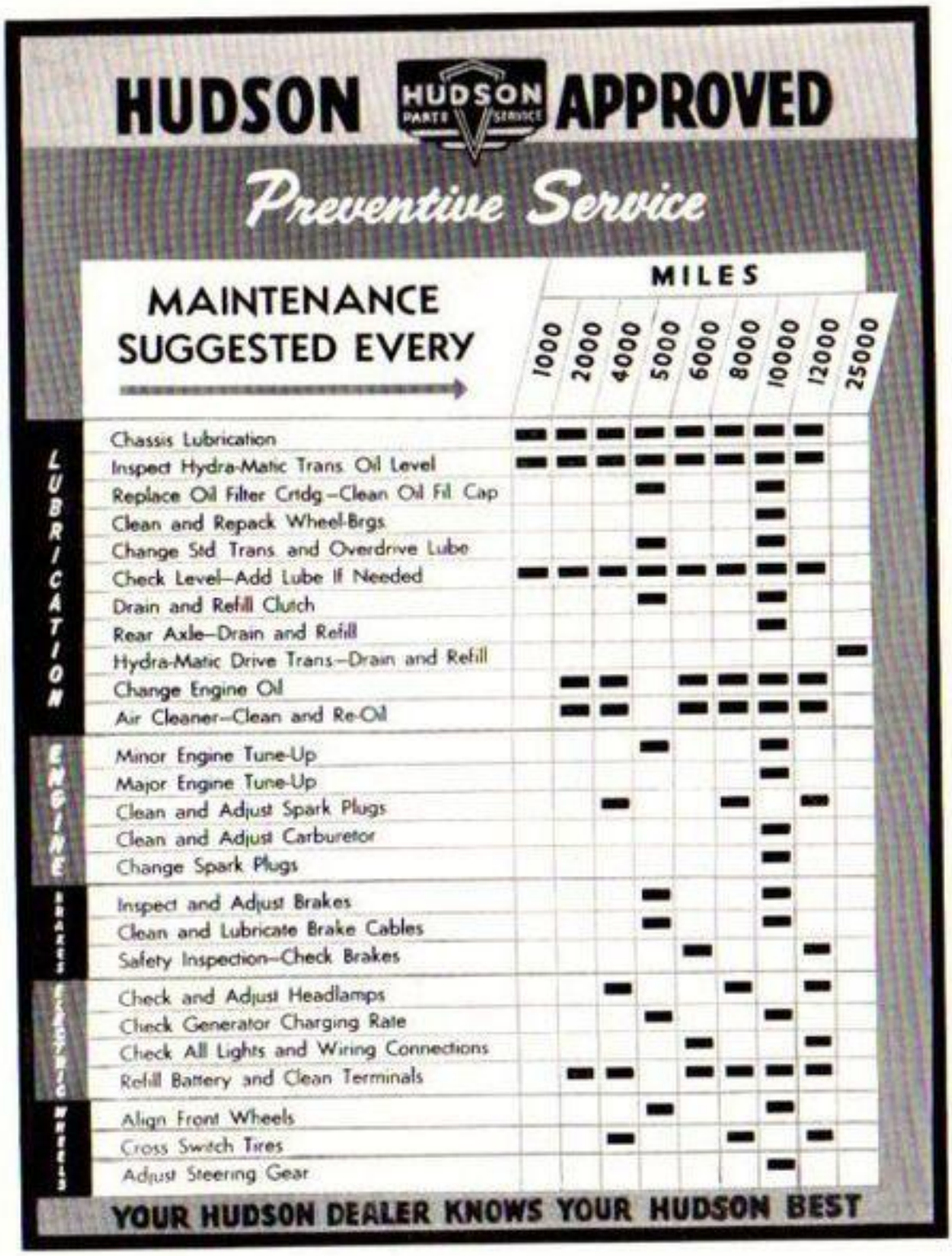
This policy includes two coupons which entitle you to the 1000 and 2000 Mile Inspection without charge and outlines our obligations as Manufacturer as well as those of the Car Dealer and Owner. It also contains other pertinent information regarding the new car inspections and fully explains the provisions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



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

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.

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.

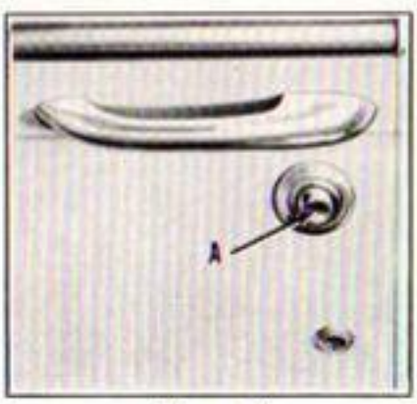


Figure 2

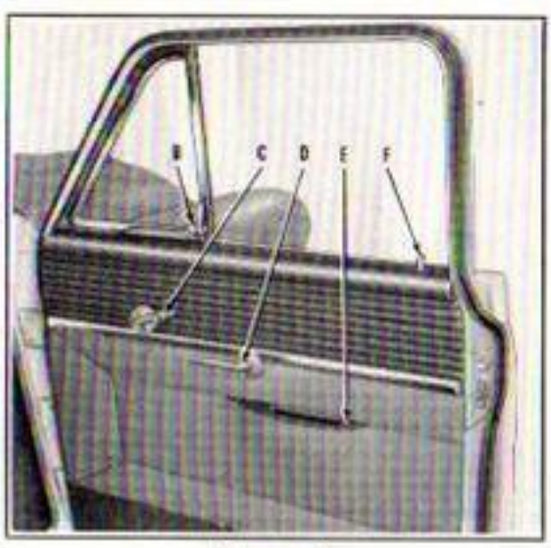


Figure 3

TO LOCK CAR—Close windows, push inside safety buttons (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 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 (D) by pulling it upward. Rear Door:—Rotate inside handle by pulling it backward.

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

NOTE: On the rear doors, the inside safety buttons (F) 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.

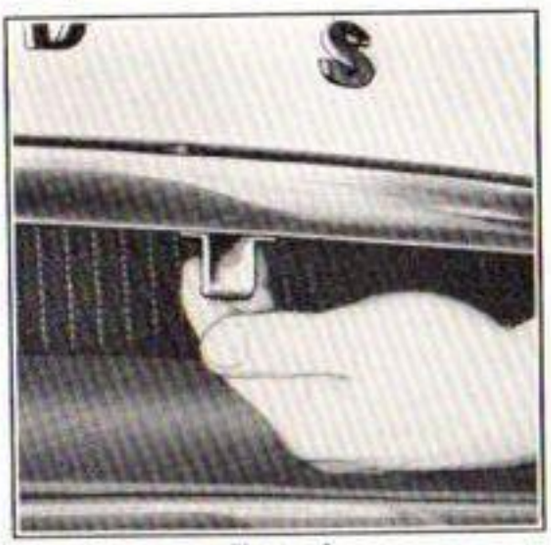


Figure 6

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 (C, Figure 3).

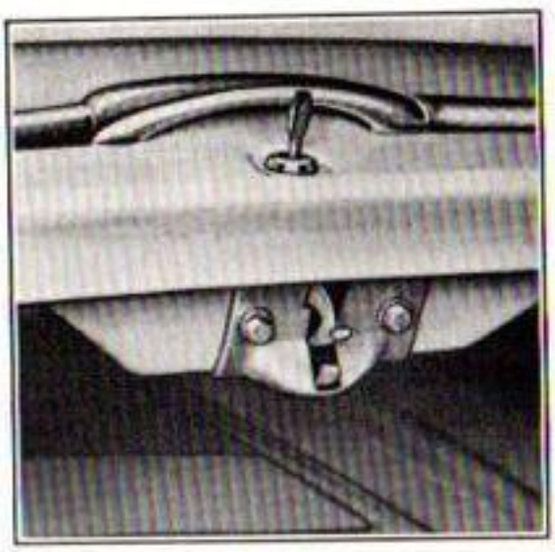


Figure 5

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. NOTE: Make sure hood is securely locked.

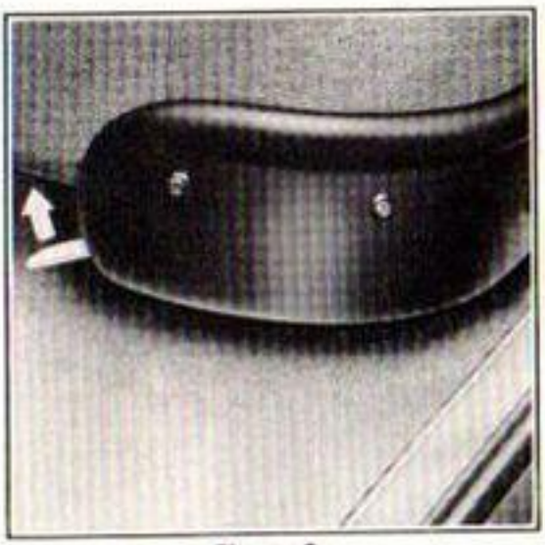


Figure 8

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 key is turned either right or left and engine is not running. If light remains lighted while engine is running, turn off ignition immediately and determine cause. Check oil in oil pan.

(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.

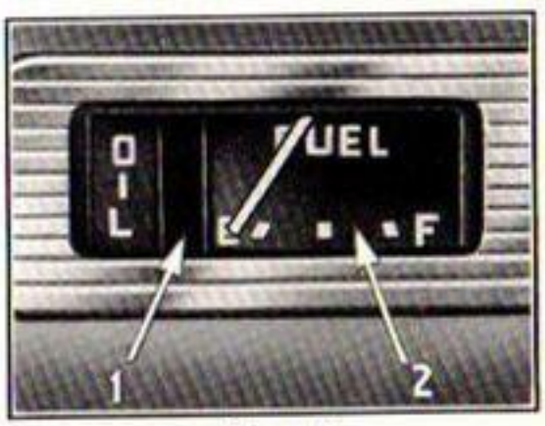


Figure 9

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

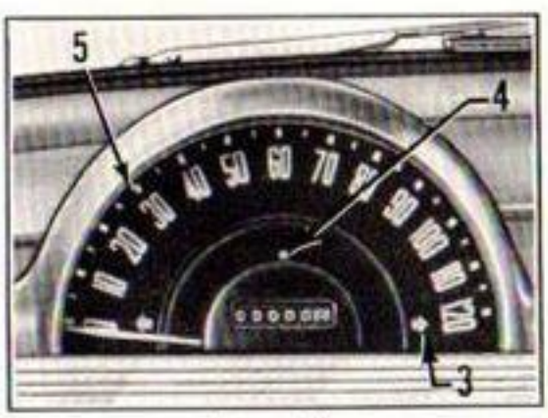


Figure 10

(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.

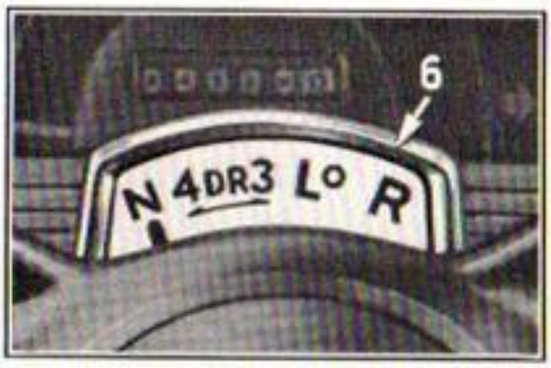


Figure 11

(6) HYDRA-MATIC DRIVE INDICATOR—The indicator located at the top of the steering column shows the position the Hydra-Matic control lever is in. Also see "Hydra-Matic Drive," Pages 17, 18 and 19.

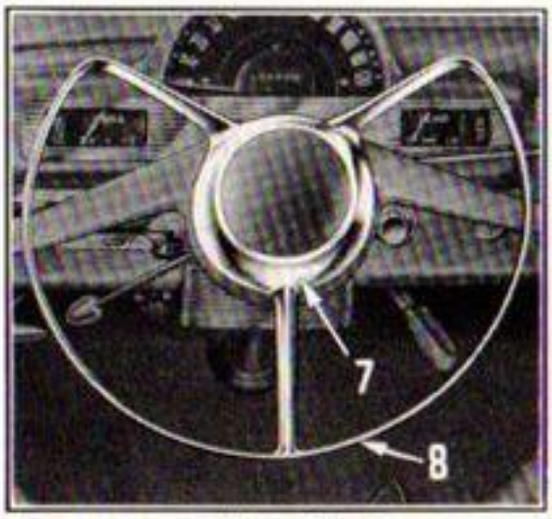


Figure 12

(7) HORN BUTTON—Pressing the horn button will sound the tuned dual horns located in the hood compartment.

(8) HORN RING—Standard on Super Jet Models, optional on Jet Models.

(9) TEMPERATURE GAUGE—Marked "TEMP" indicates the temperature of the coolant in the cooling system when ignition switch is turned either to the left or the running position. Under normal driving and temperature conditions, the pointer will show within the range of the center bar on the dial between the "C" and "H" marks. If the gauge shows a rapid rise to the "H" position, stop and investigate.

CAUTION: Check water level in radiator (see page 25).

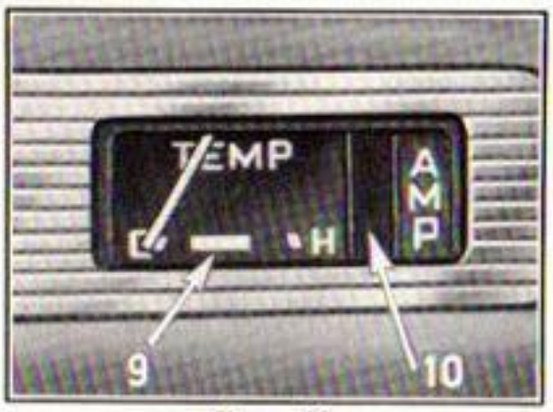


Figure 13

(10) GENERATOR CHARGE INDICATOR—Dial marked "AMP" shows red when ignition is turned either right or left and when engine is running at idle speed. Light should go out as engine speed is increased.

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

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



Figure 14



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 16, 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 36.

(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.

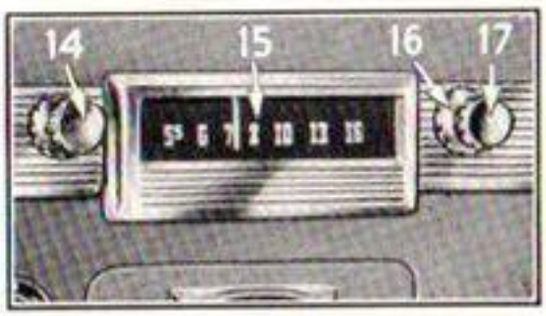


Figure 16

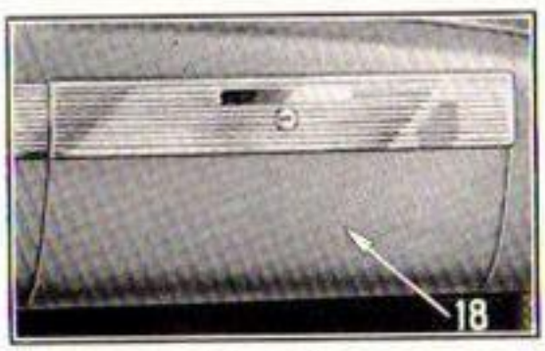


Figure 17

(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 ¼ turn and push in. Be sure the parking brake lever is all the way in before starting the car.

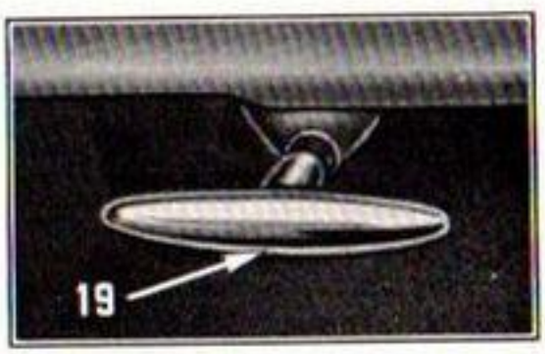


Figure 18

(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.

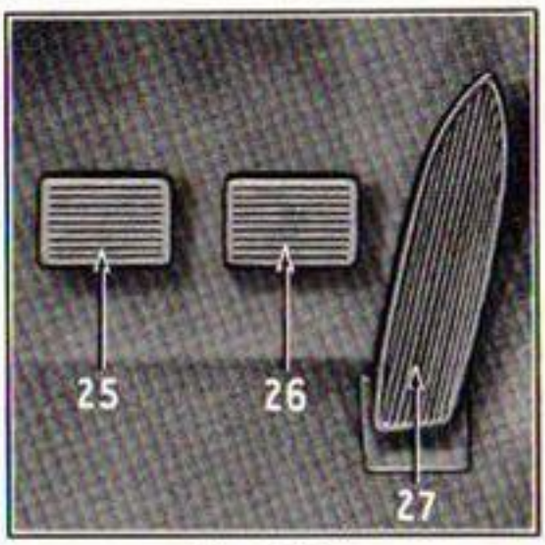


Figure 22

(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 34 and 35.

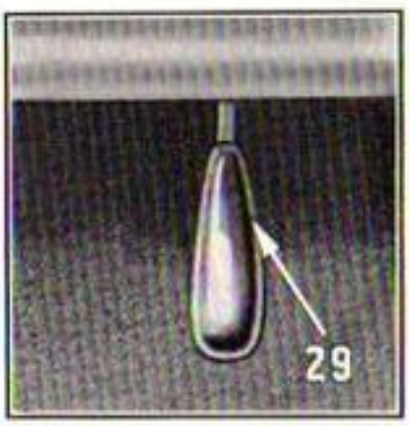


Figure 24



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.

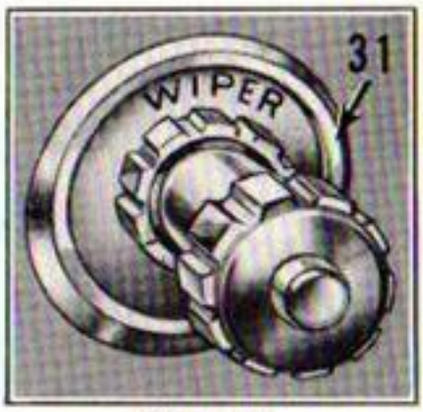


Figure 26

(31) 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.



Figure 27

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

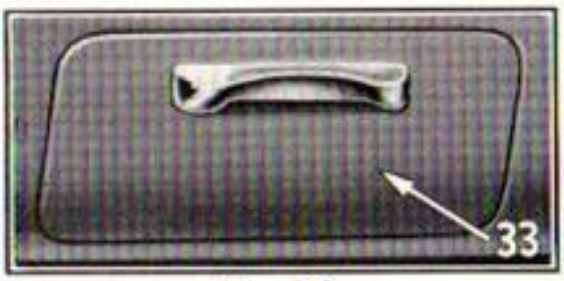


Figure 28

(33) ASH RECEIVER—Pull out drawer type. To remove, press down the snuffer and pull out complete ash receiver.

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

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

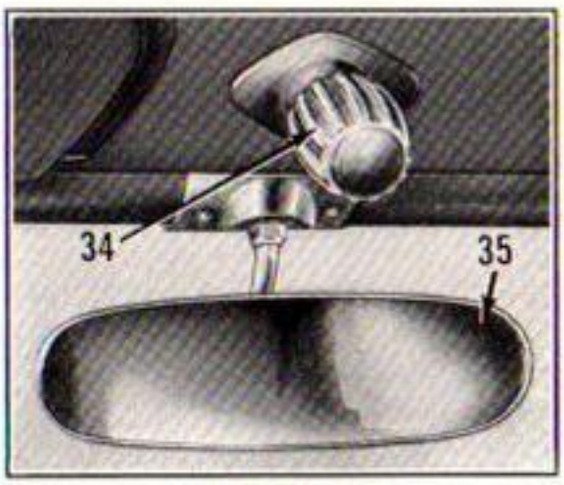


Figure 29

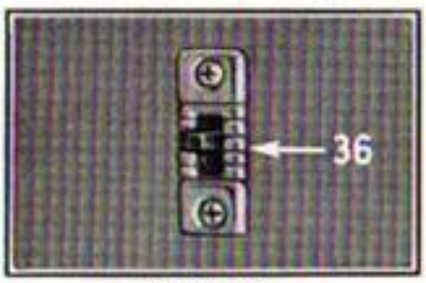


Figure 30

(36) DOME LIGHT—Lights automatically when rear doors are opened (Super Jet Models). Also operated by sliding switch on right door pillar.

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.

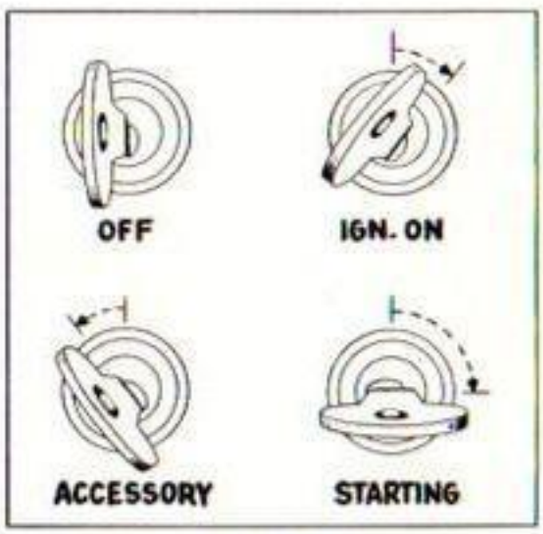


Figure 31

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 engage the clutch. For cars equipped with Overdrive see page 20 under "Pushing or Towing." For Hydra-Matic equipped cars see instructions on page 17.

TO START THE 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, see Figure 32 for shift pattern.

Always bring your car to a full stop before shifting into first (Low) gear. After the car is moving in forward speed, depress the clutch pedal, move the gear shift lever to neutral, then depress and slide the gear shift lever forward for second gear and rearward for high gear.

NOTE: Driving your car at high speeds in low and second gear should be avoided at all times for better fuel economy and car life.

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

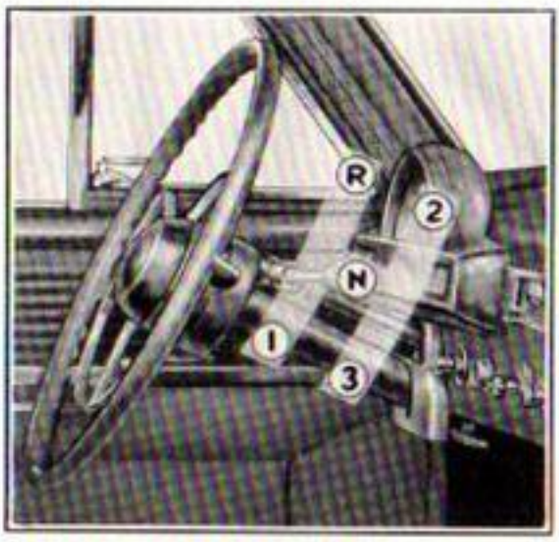


Figure 32

When descending a steep grade, shift to second or low gear. In this way the engine will be used to assist the brakes in slowing the car down.

When starting on icy surfaces, start in second gear or high gear to reduce wheel spin and skidding.

When backing up, depress clutch pedal, move gear shift up and forward "R" (Figure 32). Drive slowly in reverse, make sure all is clear behind you.

NOTE: The car should always be fully stopped before shifting into reverse.

If the car is equipped with Overdrive or Hydra-Matic Drive, follow Special Operating Instructions on Pages 17 and 19.

DRIVING THE CAR

BREAKING IN YOUR NEW CAR

Keep the speed near 30 miles per hour until the engine reaches normal operating temperature. This is good practice at any time but especially necessary when the engine is new and the moving parts not worn in. For the first 250 miles keep the speed under 40 and drive as little as possible, under 25. Between 250 miles and 500 miles the top limit may be increased to 50 and between 500 and 1000 miles, to 60 miles per hour.

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

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.

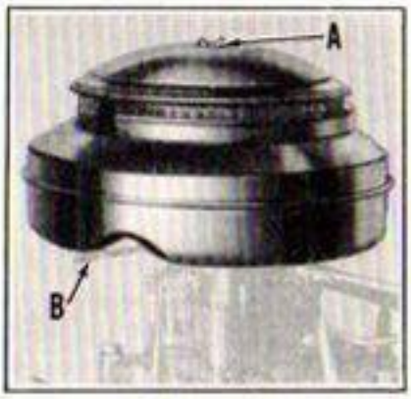


Figure 34



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 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.

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

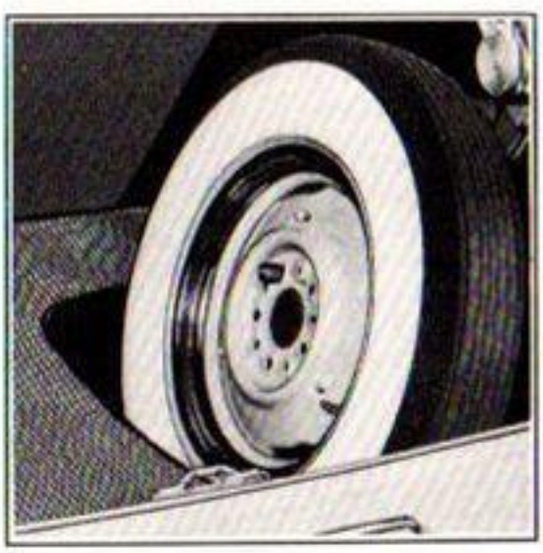


Figure 36

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 3000 to 4000 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.



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.

COOLING SYSTEM

RADIATOR PRESSURE 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.

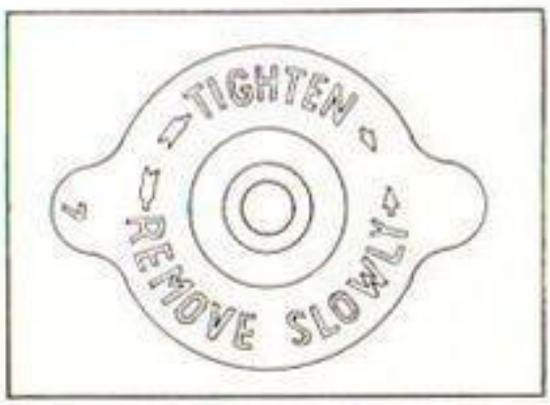


Figure 41

CAUTION: When removing the filler cap while the engine is hot, place a piece of cloth over the cap and turn the cap 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.

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 when using anti-freeze containing 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 1½" below top of filler neck, measured when hot.

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

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

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

Protection Temperature	Hudson Anti-Freeze Qts.	Methanol Qts.	Ethylene Glycol (Prestone or Equivalent) Qts.
+10	4¼	3¼	4
0	5½	4¼	5¼
−10	6¾	5¼	6¼
−20	7¾	6	7
−30	8¾	6¾	7¾

FAN BELT

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

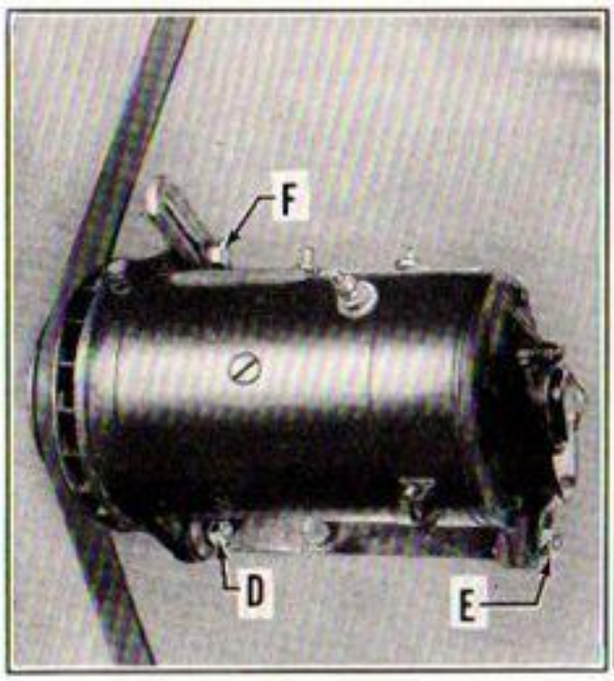


Figure 42

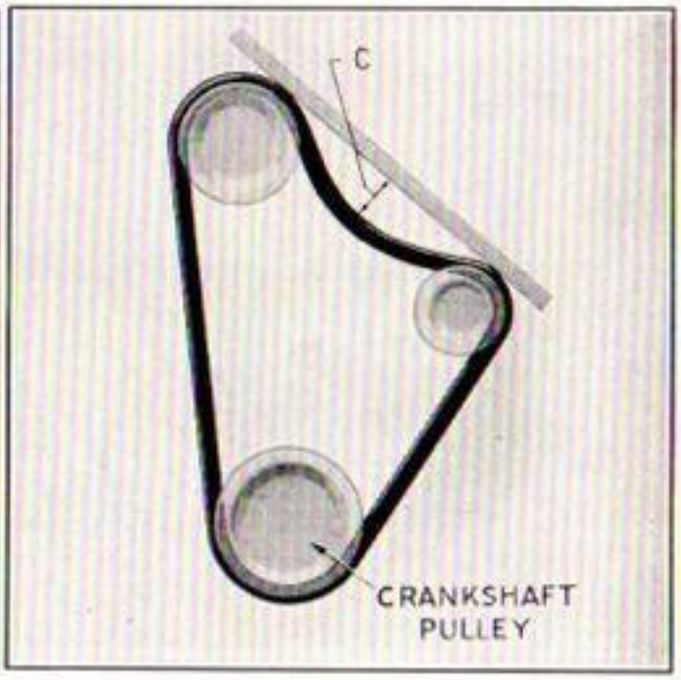


Figure 43

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 ⅜" to ½", 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.

ELECTRICAL SYSTEM

BATTERY

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

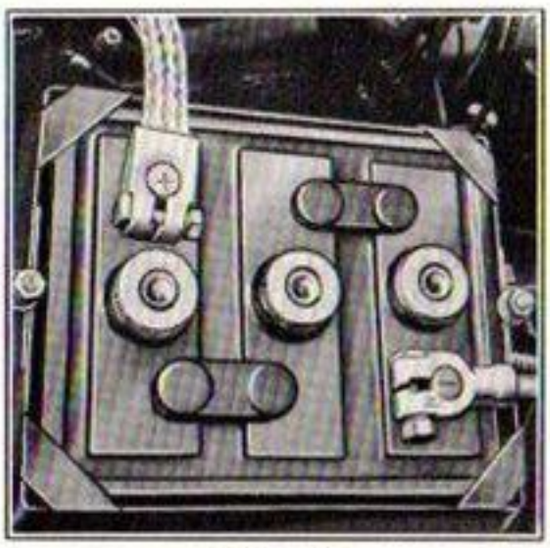


Figure 44

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

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

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

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

HEADLAMPS

Sealed-Beam headlights, in which the lens, bulb and reflector are built and sealed into a waterproof, dustproof and pre-focused unit, are used on Hudson cars.

Two beams, controlled by the foot or dimmer switch are provided for highway illumination. The country (upper) beam throws the light a considerable distance ahead of the car while the traffic (lower) beam directs light low enough to avoid glare in the eyes of oncoming drivers. A red pilot light shows in the speedometer dial when the lights are in the upper beam position. Always use the lower beam when meeting oncoming traffic.

In the event that 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) (Figure 45) and remove the retaining ring. DO NOT disturb the aiming screws (A) and (C).
3. Remove the "Sealed Beam" unit by removing headlamp plug as shown in Figure 46.
4. Install a new unit in reverse order of removal.

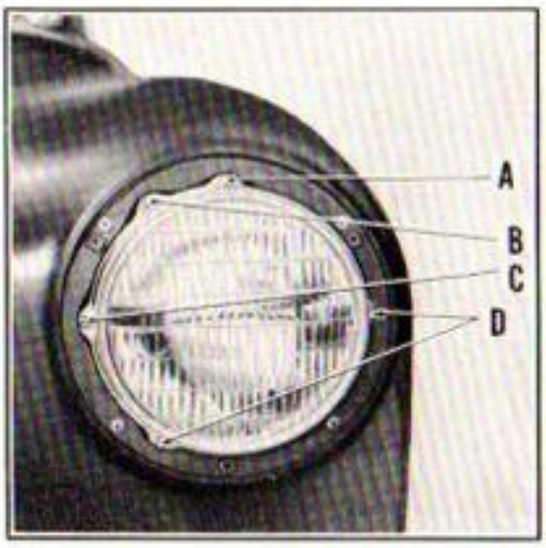


Figure 45


Figure 46

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	Sealed	3 Prong
Parking Light with Direction Indicator	1154	21/3	Double
Tail and Stop Light	1154	21/3	Double
License Light	63	3	Single
Dome Light	87	15	Single
Clock	55	2	Single
Speedometer	51	1	Single
Instrument Cluster	55	2	Single
Direction Indicator Pilot	55	2	Single
Radio	44	2	Single
Hydra-Matic Indicator	51	1	Single
Headlight Beam Indicator	44	2	Single
Spot Light—Sealed Beam	5435	Sealed	3 Prong
Parking Light	63	3	Single
Generator and Oil Indicator	55	2	Single

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. The clutch pedal clearance should be from ¾" to 1¼".

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. Depress foot brake pedal while applying hand brake. 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 ¼" 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 30.

EVERY 1,000 MILES

VISCOUS CHASSIS LUBRICANT

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

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

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-

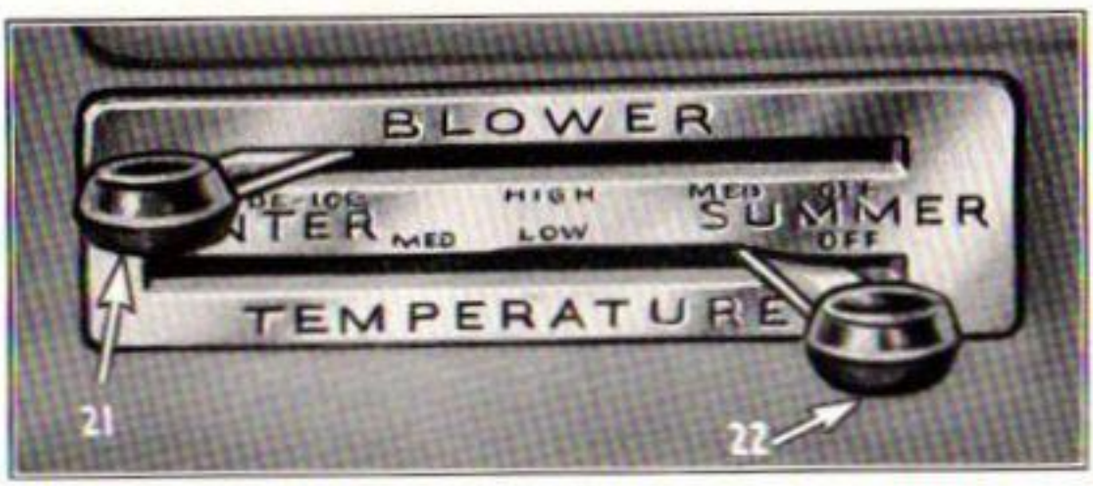


Figure 48

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.

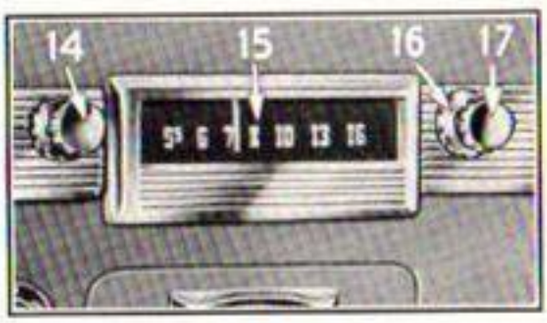


Figure 49

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.

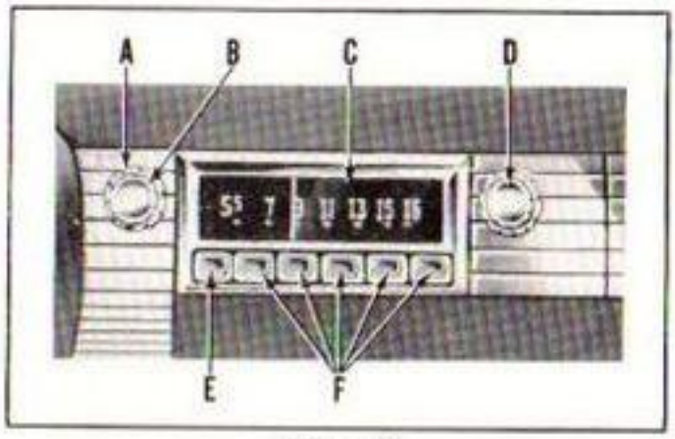


Figure 50

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

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 cloth for good results.

CLEANING THE UPHOLSTERY

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

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

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

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

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

CANDY (Except Chocolate)—Moisten a clean cloth in very hot water, rinse

out and rub lightly as directed above. If an oil spot remains after drying, rub it lightly with a cloth moistened with Hudson Fabric Cleaner.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lubrication Charts
and
Wiring Diagram

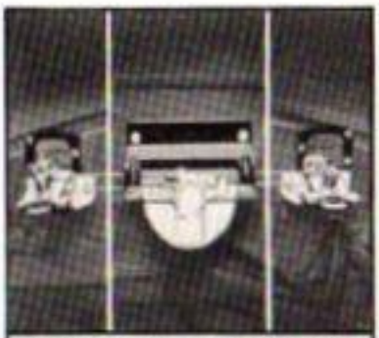
BODY LUB



HOOD UPPER LOCK
1 Point
Dovetail and Spring
Water Resistant Grease



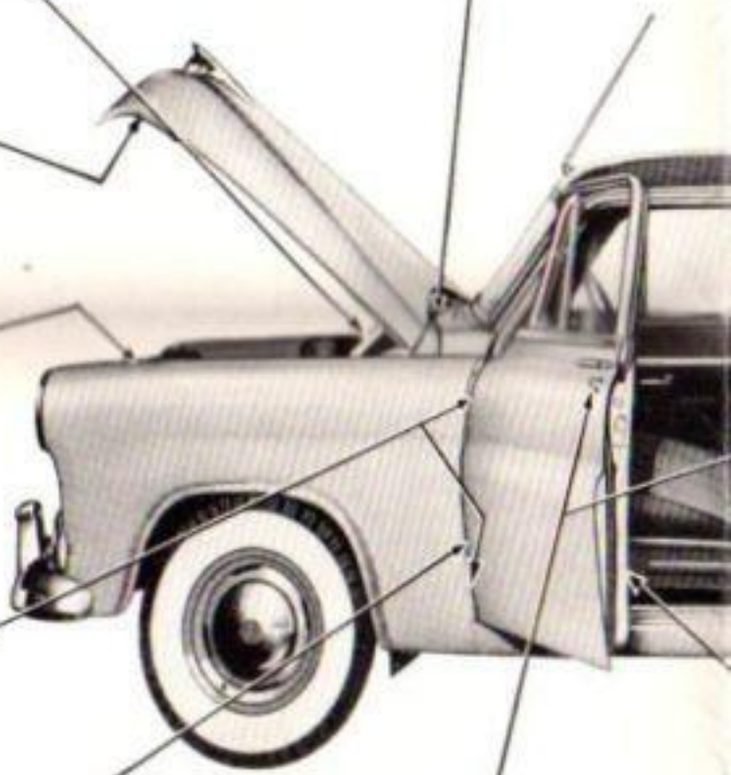
HOOD HINGES
4 Points Each Side
Each End of Spring
Hook to Anchor and Two Pivot Pins
Engine Oil



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





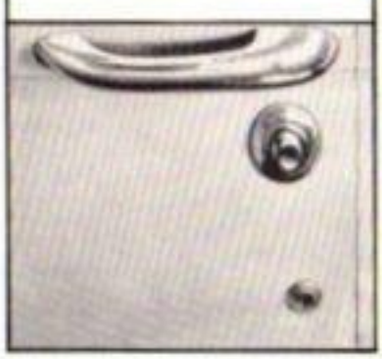
DOOR HINGE
2 Points Each Door
In Hole Provided at Hinge Joint
Light Engine Oil



DOOR CHECK ARM
2 Points Each Door
Arm and Pivot
Water Resistant Grease



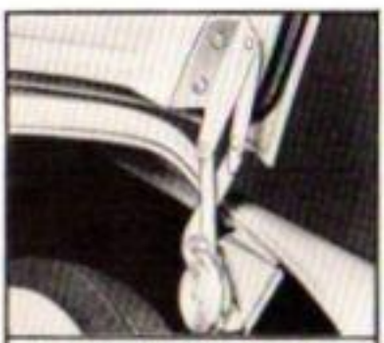
DOOR LOCK PUSH BUTTON
4 Points
Few Drops Light Engine Oil



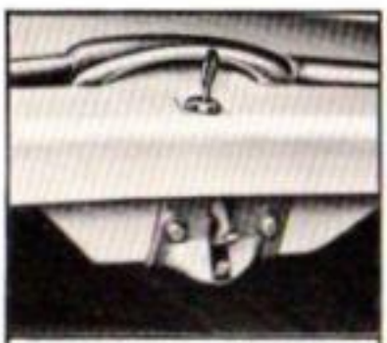
RICATION



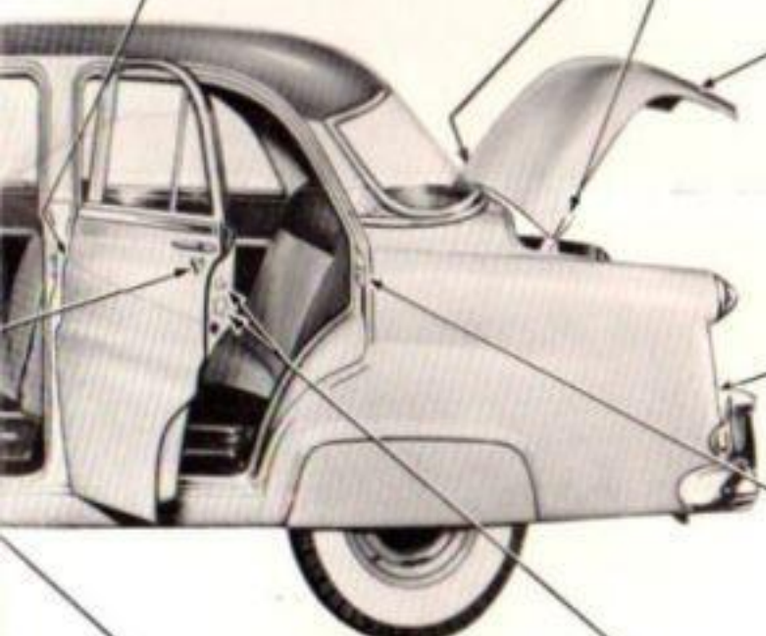
DOME LAMP SWITCH
1 Point Each Side at Pillar Post
Switch Plunger
Water Resistant Grease



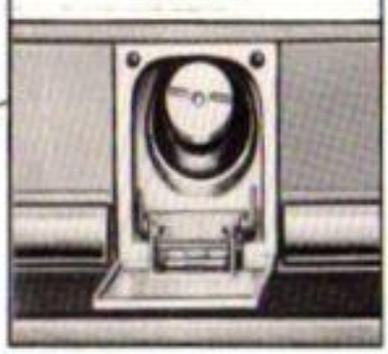
REAR COMPARTMENT DOOR HINGE
4 Points Each Side
On Hinge Pivots and Spring Retainer
Engine Oil



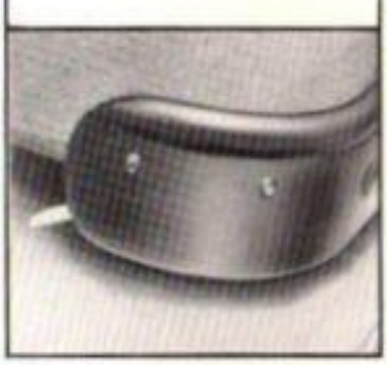
REAR COMPARTMENT DOOR LATCH AND STRIKER
1 Point
Water Resistant Grease



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



CHASSIS LU



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



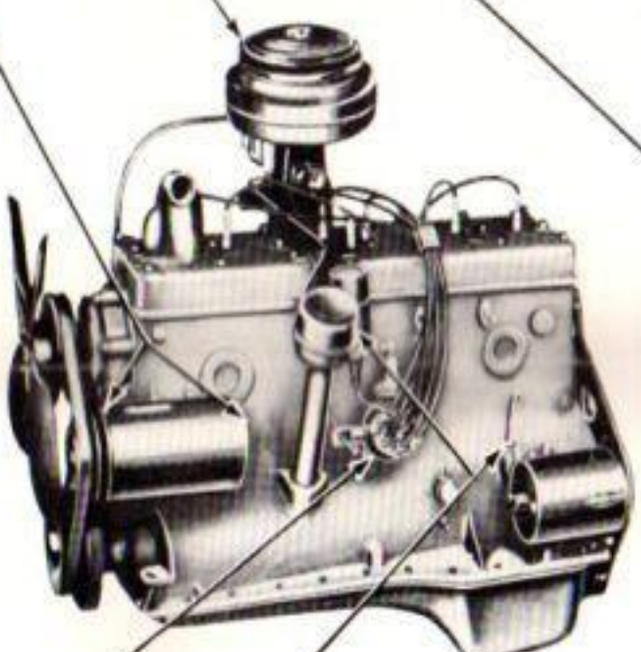
1000 MILES
CENTER STEERING ARM PIVOT BEARING
1 Point
Viscous Grease



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







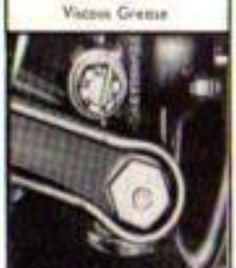
2000 MILES
DISTRIBUTOR
Contact Arm Pivot
Wick Top Of Shaft
Shaft Oil Cup
Cam Lobes
Engine Oil



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



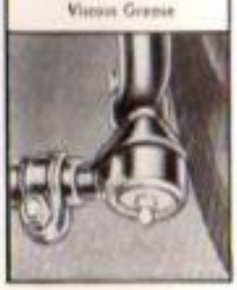
1000 MILES
UPPER SUPPORT ARM INNER
4 Points
Viscous Grease



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

3 Quarts 4⅛ Imp. Qts.—4⅜ 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

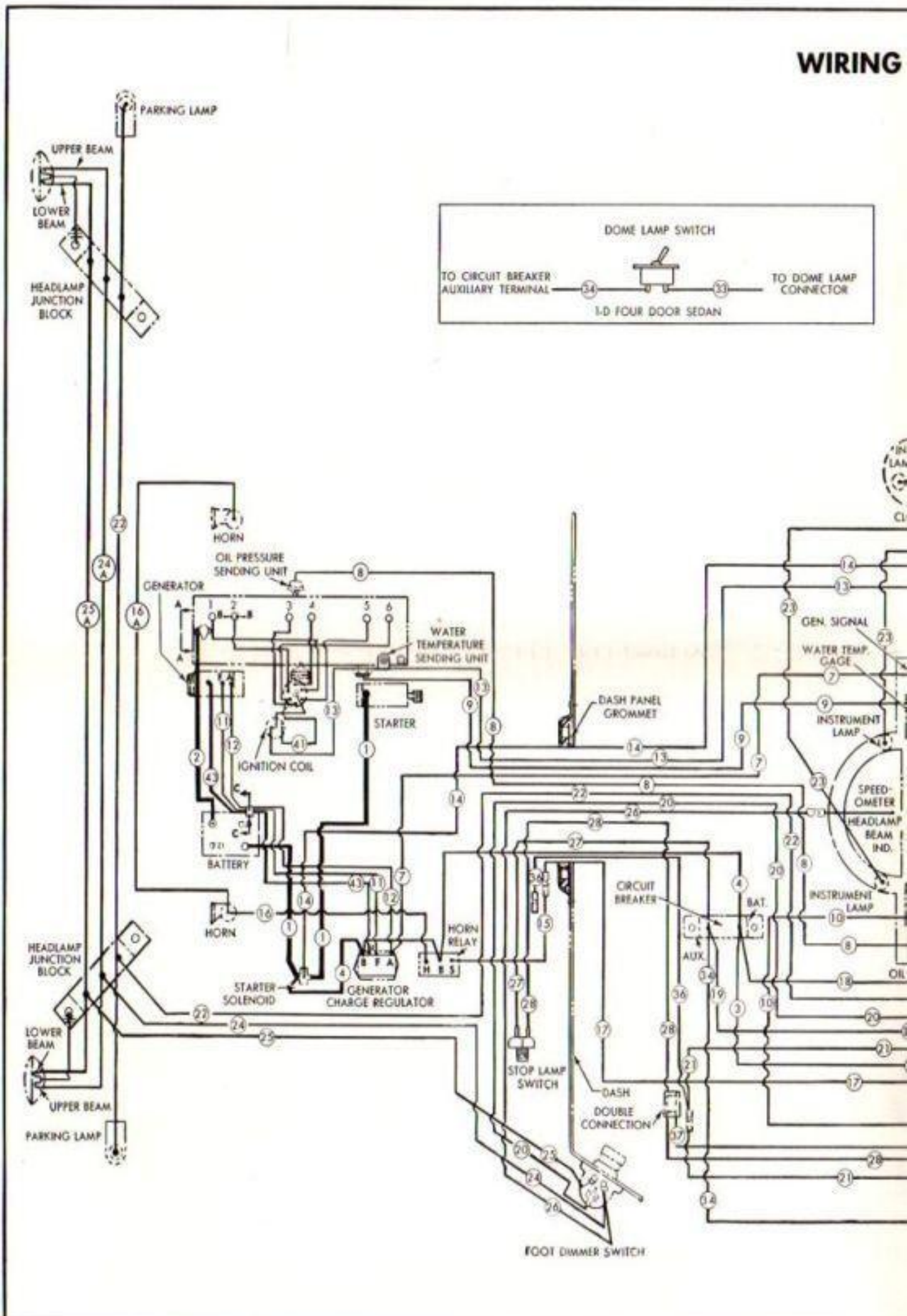
(USE HAND OILER)

Throttle Linkage.....Oil All Joints

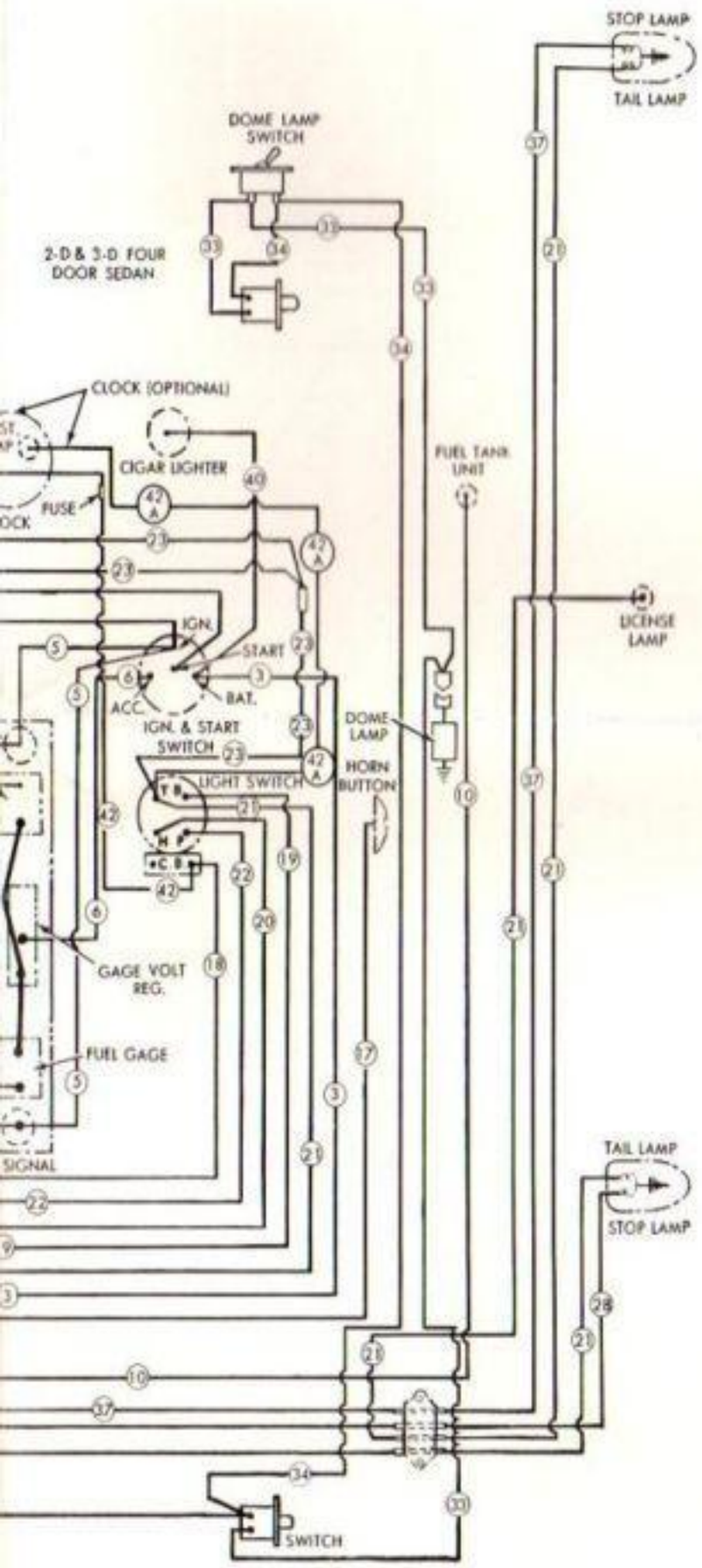
Brake Linkage.....Oil All Joints

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

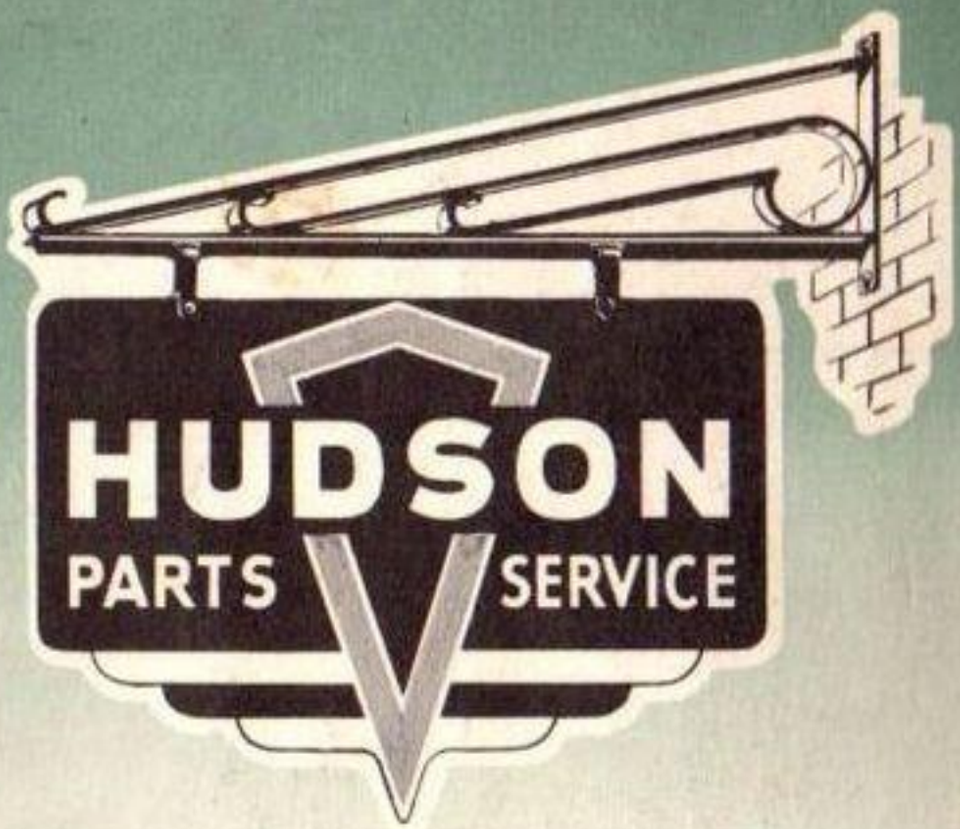
WIRING


PARKING LAMP
UPPER BEAM
LOWER BEAM
HEADLAMP JUNCTION BLOCK
DOME LAMP SWITCH
TO CIRCUIT BREAKER AUXILIARY TERMINAL
TO DOME LAMP CONNECTOR
1-D FOUR DOOR SEDAN
HORN
OIL PRESSURE SENDING UNIT
GENERATOR
WATER TEMPERATURE SENDING UNIT
STARTER
IGNITION COIL
BATTERY
DASH PANEL GROMMET
GEN. SIGNAL
WATER TEMP. GAGE
INSTRUMENT LAMP
SPEEDOMETER
HEADLAMP BEAM IND.
CIRCUIT BREAKER
BAT.
AUX.
HORN RELAY
STARTER SOLENOID
GENERATOR CHARGE REGULATOR
STOP LAMP SWITCH
DASH
DOUBLE CONNECTION
FOOT DIMMER SWITCH

DIAGRAM



CIRCUIT NO.	WIRE SIZE	COLOR	CIRCUIT NAME
1	2	BLACK	BATTERY TO STARTER CABLES
2		BRAIDED	BATTERY GROUND
		STRAP	
3	12	YELLOW	IGNITION SWITCH FEED
4	10	BLACK	STARTER SOL. TO CHARGE REG. "B"
			TERMINAL
			MAIN CIRCUIT BREAKER & HORN RELAY
			FEED
5	18	RED	TELL TALE LAMPS FEED
6	18	BLACK &	IGNITION SWITCH TO GAGE VOLTAGE
		RED	REG.
7	18	GREEN	GENERATOR SIGNAL
8	16	BLACK	OIL PRESSURE SIGNAL
9	18	ORANGE	WATER TEMPERATURE GAGE
10	16	BLUE	FUEL GAGE TO TANK UNIT
11	16	WHITE	GEN. "F" TERM. TO CHARGE REG. "F"
			TERM.
12	12	BLACK	GEN. "A" TERM. TO CHARGE REG. "A"
			TERM.
13	14	BLACK	IGNITION SWITCH TO COIL
14	16	BLACK	IGNITION SWITCH TO STARTER SOLENOID
15	16	BLACK &	HORN RELAY TO HORN BUTTON WIRE
		YELLOW	CONN.
16	10	YELLOW	HORN FEED
16A	12	YELLOW	HORN CONNECTOR
17	14	WHITE	HORN BUTTON WIRE
		OR BLACK	
18	12	BLACK	LIGHT SWITCH FEED
19	14	WHITE	LIGHT SWITCH FEED TO AUX. CIRCUIT
			BREAKER
20	12	YELLOW	FOOT DIMMER SWITCH FEED
21	14	GREEN	TAIL AND LICENSE FEED (INSTRUMENT
			HARNESS)
	16	BLACK &	TAIL AND LICENSE LAMP (BODY HARNESS)
		GREEN	
22	18	WHITE	PARKING LAMP
23	14	RED	INSTRUMENT LAMP HARNESS FEED
	18	RED	CLOCK & INSTR. LAMP HARNESS
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 &	STOP LIGHT SWITCH FEED
		GREEN	
28	16	RED	STOP LIGHT SWITCH (INSTRUMENT HARNESS)
		ORANGE	STOP LIGHT FEED (LEFT)
33	16	BLACK	DOME AND COURTESY LAMP
34	16	WHITE	DOME AND COURTESY LAMP SWITCH FEED
36	14	RED	UTILITY CONNECTION
37	16	BLACK &	STOP LAMP FEED (RIGHT) BODY HARNESS
		YELLOW	& WIRE ASS'Y.
40	14	BLACK &	CIGAR LIGHTER (FURNISHED WITH CIGAR
		RED	LIGHTER)
41	14	BLACK	IGNITION COIL + TO DISTRIBUTOR
			(PRIMARY)
42	16	BLACK	CLOCK FEED WIRE (FURNISHED WITH CLOCK)
42A			CLOCK LAMP WIRE (FURNISHED WITH CLOCK)
43	8	RED	GEN. GROUND TO VOLTAGE REG.
			ATTACHING SCREW



HUDSON PROTECTIVE SERVICE FOR COMPLETE MOTORING SATISFACTION

Whenever you need operating and maintenance information, or your car requires mechanical attention, always go to your Hudson dealer or distributor.

There, and only there, your car will be given exclusive *Hudson Protective Service*—factory-engineered service that will keep it young in looks and youthful in operation.

For complete motoring satisfaction, stop at the familiar Hudson TRIANGLE—the sign of a specialized organization staffed, stocked and equipped to take care of your entire motoring needs in a most prompt, efficient and economical manner.

HUDSON MOTOR CAR COMPANY

Detroit 15, Mich., U.S.A.