K-M J-2794….Every post-’47 Hudson guy knows that tool number. However, instructions on its use are in conflict depending on which Mechanical Procedure Manual (MPM) you are reading. The 480/490 MPM is in agreement with the ’48-’52, as it should be, and I’d have to guess that the ’51 and ’52 MPMs do, too (I don’t have those two on hand). These manuals state that you should set the flywheel timing marks with #1 cylinder at TDC (presumably TDC at firing position of #1) and to “set the distributor to #1 firing position and install”.. However, the ’53-’54 MPM Supplement, which includes the ’53 & ’54 Jet, is a 180 degree contradiction to those before it, directing you to “set the flywheel timing marks at TDC of #6 cylinder”, and furthermore to “set the distributor to #6 firing position and install”. Add now to the discrepancy, the ’53-’54 Jet MPM agrees with the ’48-’52 MPM but is in 180 degree conflict with the ’53-’54 MPM Supplement which clearly states in its Foreword that, “The service procedures listed in this supplement, when used in conjunction with the operations contained in the 1952 Hudson and 1953 Jet MPMs, will provide the information needed to service the 1953 and 1954 Hudson Models”.

It has always been my assumption that you should always carry out such a procedure with the crankshaft in a “#1 firing” position as a matter SOP but that’s not what “the book” says. My guess is that it’s a screw-up on the part of the MPM authors. What say you?

Frank