1942 Series

General Technical Policies & Information Bulletins

I N D E X

GENERAL TECHNICAL POLICIES AND INFORMATION BULLETIN

Number

Date 9-3-41

SUBJECT

TO ALL MASTER DEALERS: 1942 SERIES

CAR WEIGHTS AND LICENSING DATA - 1942 MODELS

The Hudson cars produced during the 1942 season include several models available in the Hudson Six, Hudson Super Six and Hudson Commodore Series.

In the Hudson Six group are the 20T and 20P Passenger and the 200 Commercial models. The Hudson Super Six models are designated as series 21 and the Hudson Commodore Six as series 22 cars. In the eight cylinder group are the Hudson Commodore Eight series 24 and the Hudson Commodore Eight Custom series 25 and 27 cars. The Hudson "Big Boy" series 280 cars are also included in the Commercial car group.

Listed below are brief specifications, licensing data and the car weights available at this time. As additional models enter production and shipping weights are established, supplements to this bulletin will be issued.

Hudson Six (20T)	Serial No	No. of Cyl.	Bore	Stroke	A.M.A H.P. Rating	Wheel Base	Weight Lbs.
2-Dr. (Club) Sed.	T 20101	6	3"	4-1/8"	21.6	116"	2895
4-Dr. Sedan	&	6	3"	4-1/8"	21.6	116"	2940
3-Pass. Coupe		6	3"	4-1/8"	21.6	116"	2795
Club Coupe	Up	6	3"	4-1/8"	21.6	116"	2845
Hudson Six Deluxe (20P)							
2-Dr. (Club) Sed.	P 20101	6	3"	4-1/8"	21.6	116"	2935
4-Dr. Sedan	&	6	3"	4-1/8"	21.6	116"	2975
3-Pass. Coupe		6	3"	4-1/8"	21.6	116"	2845
Club Coupe	Up	6	3"	4-1/8"	21.6	116"	2900
Hudson Six (20C) (Business Series)							
Cab Pickup	20101 & up	6	3"	4-1/8"	21.6	116"	2915
Hudson Super Six (21)							
2-Dr. (Club) Sed.	21101	6	3"	4-1/8"	21.6	121"	3035
4-Dr. Sedan	&	6	3"	4-1/8"	21.6	121"	3080
3-Pass. Coupe		6	3"	4-1/8"	21.6	121"	2925
Club Coupe	Up	6	3"	4-1/8"	21.6	121"	2985

(OVER)

Hudson Commodore Six (22)	Serial No	No. of Cyl.	Bore	Stroke	A.M.A H.P. Rating	Wheel Base	Weight Lbs.
2-Dr. (Club) Sed.	22101	6	3"	5"	21.6	121"	3100
4-Dr. Sedan	&	6	3"	5"	21.6	121"	3135
3-Pass. Coupe		6	3"	5"	21.6	121"	2995
Club Coupe	Up	6	3"	5"	21.6	121"	3055
Hudson Commodore Eight (24)							
2-Dr. (Club) Sed.	24101	8	3"	4-1/2"	28.8	121"	3245
4-Dr. Sedan	&	8	3"	4-1/2"	28.8	121"	3280
3-Pass. Coupe		8	3"	4-1/2"	28.8	121"	3120
Club Coupe	Up	8	3"	4-1/2"	28.8	121"	3205
Hudson Commodore Custom Eight (25)							
Club Coupe	25101 & up	8	3"	4-1/2"	28.8	128"	3235
Hudson Commodore Custom Eight (27)							
4-Dr. Sedan	27101 & up	8	3"	4-1/2"	28.8	128"	3395
Hudson "Big Boy" Series (28C)							
Cab Pickup	28101 & Up	6	3"	5"	21.6	128"	3040

The weight figures given here are standard car shipping weights and include the weight of the spare wheel and tire as well as bumper equipment. Accessories and extra equipment are, of course, not included so provision should be made for their weight.

In order to arrive at the curb weight of the various models, the weight of the gasoline, oil and water will have to be added. For the Hudson Six Series cars this amounts to 110 lbs., for the Hudson Super Six and Hudson Commodore Six and Hudson "Big Boy" Series 132 lbs. and for the Hudson Commodore Eight and Hudson Commodore Custom Eight Series 150 lbs.

In the identification and numbering of our cars, all models carry Figure 2 as the first digit which signifies the year 1942, while the second digit which will be "0", "1", "2", "4", "5", "7", or "8" will des¬ignate the various models. The remaining digits represent the actual car number, which, as heretofore, will run consecutively, regardless of model or series.

The car serial number is stamped on a plate attached to the right front door hinge pillar and on top of the right frame side member, just ahead of the front body bolt where it is visible upon raising the bonnet. In the Hudson Six Series, the metal plate has in addition to the car num¬ber a prefix in the form of a letter "P", "T", or "C" in order to differ¬entiate between the different models. When these models which ordinarily employ the 3" x 4-1/8" engine, are fitted with the optional, larger 3" x 5" engine, the prefixes carry the letter "L" in addition. IT IS VERY IMPORTANT, WHEN MAKING LICENSE APPLICATION, THAT THESE PREFIX LETTERS BE GIVEN WITH THE CAR NUMBER IN EVERY INSTANCE.

The engine number is the same as the car number and is stamped on the top of the cylinder block, between numbers 1 and 2 exhaust manifold flanges.

E. J. Blum

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO DEALERS AS BULLETIN NO. 2 AND TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 1)

Form 8639

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN

GENERAL TECHNICAL POLICIES AND INFORMATION BULLETIN

1942 SERIES

3

Number

9/3/41

Date

SUBJECT TO ALL MASTER DEALERS:

ENGINE TUNE-UP

The importance of a properly tuned engine in relation to the first impressions the owner receives of his new car, as well as the satisfaction he gets in driving it is such that engine tune-up is a "must" item in the list of new car pre-delivery operations.

NEED FOR PRE-DELIVERY 1000 AND 2000-MILE INSPECTIONS

Despite the care taken at the Factory in production, there is always a possibility that something may develop while the car is enroute or after arrival at destination which, if neglected, may impair operation and result in those all important first impressions not being favorable ones. We urge, therefore, that all of the oper¬ations listed in the New Car Pre-Delivery as well as those covered by the 1000-Mile and 2000-Mile Inspections be performed with special emphasis on engine tune-up. The items to be checked in engine tune-up are as follows:

CHECK DISTRIBUTOR CONTACT POINTS

1. Check distributor contact points to make sure they are set to the proper gap (.020" for six cylinder models and .017" for eight cylinder models). Examine contact arm to make sure it is free on the stud and that there is no tendency for it to stick.

CHECK IGNITION TIMING

2. Check ignition timing carefully. Ignition timed too early or too late will seriously detract from proper performance and may spoil those first impressions. Make sure that timing is set to recommended specifications.

EXAMINE SPARK PLUGS

3. Look at the spark plugs and make sure that the electrodes are set to a gap of .032". If more or less reset them.

WIRES PROPERLY SEATED

4. Examine the high tension wires and see that they are firmly pressed into the sockets in the distributor cap and ignition coil.

EVEN COMPRESSION ESSENTIAL

5. Start engine and warm it up to the normal operating temperature, then check for smoothness of operation. Checking valve tappet adjustment ordinarily is not necessary; however, if there is any suspicion in the operation of the engine that the compression is not even and up to par or that a valve is sticking due to fuel gum accumulation in new car storage, by all means correct it and do not deliver the car in the hope that the condition will clear itself up as the owner starts to drive the car.

CORRECT IDLE SPEED IMPORTANT

6. Check engine idle. Make sure idle mixture is set for smoothest operation and throttle shaft stop screw set for an idle speed of from 7 1/2 to 8 miles per hour or from 580 to 600 R.P.M. DO NOT ADJUST TO A LOWER IDLING SPEED AS THIS WILL PREVENT SMOOTH OPERATION AND STARTING, ESPECIALLY IF THE CAR IS EQUIPPED WITH HUDSON DRIVE-MASTER OR VACUMOTIVE DRIVE.

(OVER)

CLEAN FUEL STRAINERS

7. Remove and examine carburetor float bowl and fuel pump strainers and clean if necessary. In spite of precautions taken in manufacturing, dirt and foreign matter sometimes find its way into the fuel system and a few minutes spent in checking these items during pre-delivery may save hours of delay for your owner later.

PAUSE NECESSARY IN SHIFTING

P.S. If the new car you are delivering is equipped with Hudson Drive-Master, be sure when instructing the owner in its operation to point out the necessity of making a slight pause in neutral when shifting from reverse to high or vice versa with Drive-Master in operation. If this is not done there is a possibility that the shift to "pickup" gear will not be made with the result that the start in a forward direction will be made in high gear. This may cause a chattering condition and stalling of the engine. This pause or delay requires only a fraction of a second but it is vitally important in the proper operation of Drive-Master and the measure of satisfaction the owner gets from this device.

E. J. Blum

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO DEALERS AS BULLETIN NO. 3 AND TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 2)

FOR MODELS	20T	20	21	22	24	25	27	20 BUS. CARS	28 BUS. CARS
Standard Size 4-Ply Size	16 x 5.50	16 x 6.00	16 x 600	16 x 6.25	16 x 6.25	15 x 6.50	15 x 6.50	16 x 6.00	16 x 6.00
White Side Wall (Opt. WW) (Standard Size)	8.07	N/A	N/A	N/A	N/A	11.36	11.36	N/A	N/A
6-Ply -Heavy Duty (Opt. TT) (Standard Size)	17.36	19.71	19.71	22.43	22.43	23.21	23.21	19.71	19.71
Oversize (Opt. EE - Size Price	16 x 6.00 15.73	16 x 6.50 20.21	16 x 6.50 20.21	16 x 6.50 10.43	16 x 6.50 10.43	N/A	N/A	20.21	20.21
Oversize - White Sidewall (Opt. EEWW)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Oversize 6-Ply (Opt. EETT)	35.44	44.14	44.14	34.36	34.36	N/A	N/A	44.41	44.41
16 x 6.50 4-Ply	34.94	20.21	20.21	10.43	10.43	N/A	N/A	20.21	20.21
16 x 6.50 4-Ply White Side Wall	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16 x 6.50 6-Ply	59.87	44.14	44.14	34.36	34.36	N/A	N/A	44.14	44.14
15 x 6.50 4-Ply	N/A	N/A	21.64	8.00	8.00	Std.	Std.	N/A	21.64
15 x 6.50 4-Ply White Side Wall	N/A	N/A	33.00	19.36	19.36	11.36	11.36	N/A	33.00
15 x 6.50 6-Ply	N/A	N/A	44.86	31.21	31.21	23.21	23.21	N/A	44.86
15 x 7.00 Size (Opt. A)	N/A	N/A	34.79	21.14	21.14	13.14	13.14	N/A	34.79
15 x 700 White Side Wall (Opt. AWW)	N/A	N/A	47.36	33.71	33.71	25.71	25.71	N/A	47.36
15 x 7.00 Size 6-Ply (Opt. ATT)	N/A	N/A	61.00	47.36	47.36	39.36	39.36	N/A	61.00

PRICES SHOWN ARE LIST. N/A designates “not available”

TIRE SIZES AND SUBSTITUTION

No. DL-42-4

Date 11-5-41

Form 8639

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN

GENERAL TECHNICAL POLICIES AND INFORMATION BULLETIN

Number 5

Date 9/29/41

SUBJECT TO ALL MASTER DEALERS: 1942 SERIES

REVISED WEIGHTS AND LICENSING DATA - 1942 MODELS

The Hudson cars produced during the 1942 season include several models available in the Hudson Six, Hudson Super Six and Hudson Commodore Series.

In the Hudson Six group are the 20T and 20P Passenger and the 200 Commercial models. The Hudson Super Six models are designated as series 21 and the Hudson Commodore Six as series 22 cars. In the eight cylinder group are the Hudson Commodore Eight series 24 and the Hudson Commodore Eight Custom series 25 and 27 cars. The Hudson "Big Boy" series 280 cars are also included in the Commercial car group.

Listed below are brief specifications, licensing data and the car weights available at this time. As additional models enter production and shipping weights are established, supplements to this bulletin will be issued.

Hudson Six (20T)	Serial No	No. of Cyl.	Bore	Stroke	A.M.A H.P. Rating	Wheel Base	Weight Lbs.
2-Dr. (Club) Sed.	T 20101	6	3"	4-1/8"	21.6	116"	2895
4-Dr. Sedan	&	6	3"	4-1/8"	21.6	116"	2940
3-Pass. Coupe		6	3"	4-1/8"	21.6	116"	2795
Club Coupe	Up	6	3"	4-1/8"	21.6	116"	2845
Utility Coach		6	3"	4-1/8"	21.6	116"	2905
Utility Coupe		6	3"	4-1/8"	21.6	116"	2900
Hudson Six Deluxe (20P)							
2-Dr. (Club) Sed.	P 20101	6	3"	4-1/8"	21.6	116"	2935
4-Dr. Sedan	&	6	3"	4-1/8"	21.6	116"	2975
3-Pass. Coupe		6	3"	4-1/8"	21.6	116"	2845
Club Coupe	Up	6	3"	4-1/8"	21.6	116"	2900
Convertible Sedan		6	3"	4-1/8"	21.6	116"	3140
Hudson Super Six (21)							
2-Dr. (Club) Sed.	21101	6	3"	5"	21.6	121"	3035
4-Dr. Sedan	&	6	3"	5"	21.6	121"	3080
3-Pass. Coupe		6	3"	5"	21.6	121"	2950
Club Coupe	Up	6	3"	5"	21.6	121"	3010
Convertible Sedan		6	3"	5"	21.6	121"	3200
Station Wagon		6	3"	5"	21.6	121"	3315
Hudson Commodore Six (22)							
2-Dr. (Club) Sed.	22101	6	3"	5"	21.6	121"	3090
4-Dr. Sedan		6	3"	5"	21.6	121"	3145
3-Pass. Coupe	&	6	3"	5"	21.6	121"	2995
7-Club Coupe		6	3"	5"	21.6	121"	3090
Convertible Sedan	Up	6	3"	5"	21.6	121	3280

(OVER)

Hudson Commodore Eight (24)	Serial No	No. of Cyl.	Bore	Stroke	A.M.A H.P. Rating	Wheel Base	Weight Lbs.
2-Dr. (Club) Sed.	24101	8	3"	4-1/2"	28.8	121"	
4-Dr. Sedan	&	8	3"	4-1/2"	28.8	121"	3280
3-Pass. Coupe		8	3"	4-1/2"	28.8	121"	3130
Club Coupe	Up	8	3"	4-1/2"	28.8	121"	3205
Convertible Sedan		8	3"	4-1/2"	28.8	121"	3400
Hudson Commodore Custom Eight (25)							
Club Coupe	25101 & up	8	3"	4-1/2"	28.8	121"	3235
Hudson Commodore Custom Eight (27)							
4-Dr. Sedan	27101 & up	8	3"	4-1/2"	28.8	128"	3395

The weight figures given here are standard car shipping weights and include the weight of the spare wheel and tire as well as bumper equipment. Accessories and extra equipment are, of course, not included so provision should be made for their weight.

In order to arrive at the curb weight of the various models, the weight of the gasoline, oil and water will have to be added. For the Hudson Six Series cars this amounts to 110 lbs., for the Hudson Super Six and Hudson Commodore Six and Hudson Big Boy Series 132 lbs., and for the Hudson Commodore Eight and Hudson Commodore Custom Eight Series 150 lbs.

In the identification and numbering of our cars, all models carry Figure 2 as the first digit which signifies the year 1942, while the second digit which will be "0", "1", "2", "4", "5", "7", or "8" will designate the various models. The remaining digits represent the actual car number which, as heretofore, will run consecutively, regardless of model or series.

The car serial number is stamped on a plate attached to the right front door hinge pillar and on top of the right frame side member, just ahead of the front body bolt where it is visible upon raising the bonnet. In the Hudson Six Series, the metal plate has in addition to the car number a prefix in the form of a letter "P", "T", or "C" in order to differentiate between the different models. When these models which ordinarily employ the 3" x 4-1/8" engine, are fitted with the optional, larger 3" x 5" engine, the prefixes carry the letter "L" in addition. IT IS VERY IMPORTANT, WHEN MAKING LICENSE APPLICATION, THAT THESE PREFIX LETTERS BE GIVEN WITH THE CAR NUMBER IN EVERY INSTANCE.

The engine number is the same as the car number and is stamped on the top of the cylinder block, between numbers 1 and 2 exhaust manifold flanges.

E. J. Blum

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO DEALERS AS BULLETIN NO. 5 AND TO SERVICE STATION AGREEMENT HOLDERS AS .BULLETIN NO. 3)

Form 8639

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN

GENERAL TECHNICAL POLICIES AND INFORMATION BULLETIN

7

Number

Date

10-30-41

SUBJECT

TO ALL MASTER DEALERS:

1942 RADIO ADJUSTMENT AND INSTALLATION

The 1942 Hudson auto radio is an especially fine unit, and the comment received from the field indicates that it is giving an unusually good account of itself. As with any piece of fine mechanism of this kind, however, the performance and the degree of satisfaction the owner receives from it are very largely dependent upon the care used in its installation and adjustment. In our investigation of the few adverse reports received from the territory we have found that in most instances, lack of attention to installation details was responsible which prompts this bulletin dealing with a few of the more pertinent points involved.

ANTENNA TRIMMING

Adjustment of the antenna trimmer at the time of installation is a detail upon which the operation of the receiver is greatly dependent, both from the standpoint of reception quality and the ability to get volume from weak or distant broadcasting stations. This operation, which is a "must" item, is necessary due to the capacity characteristics of individual antenna installations and is being neglected in some cases with the result that there are probably radios on certain cars which are not giving anything like their best possible performance. Because of this and since, unfortunately, several of the early production cars got out of the plant without the antenna trimmer being properly aligned, we stress the need for checking this detail first whenever investigating reports of poor reception or inability to get distant stations. Aligning or trimming tho antenna is simple and can be done in a few minutes by lifting the ash tray out of the instrument panel which exposes the small screw hole in the top of the antenna trimmer. With the antenna extended and the receiver turned on and tuned in to a weak station having a frequency near 1200 K.C., insert a screw driver through this hole and turn to right or left until maximum volume is secured. Then replace ash tray.

ANTENNA MOUNTING

In regard to antenna installations, some inquiries have been received from the field concerning the practice of mounting the antenna on the cowl at an angle to conform to the elope of the windshield pillar, instead of in the customary vertical position. This is entirely a matter of choice and, if the angular mounting is preferred, it can be made with the assurance that little or nothing will be sacrificed from the standpoint of efficiency. This, of course, applies only to the telescopic type antenna since the vacuum type, by reason of its design and mounting, must be installed vertically.

RECEIVER INSTALLATION

Failure to exercise sufficient care in making installation, especially when mounting tightening the receiver, is often directly or indirectly the cause of radio failure or poor operation. To preclude the possibility of trouble, it is important after placing the unit in position that the flange nuts on the control shafts be screwed on the bushings a few turns with the fingers to hold it in place while the side mounting bracket which supports the rear end, is attached to the cowl ventilator bracket.

(OVER)

WHEN INSTALLING THIS BRACKET, BE SURE TO LEAVE BOTH THE WING NUT AND THE LOWER ATTACHING BOLT LOOSE. Next, tighten the flange nuts evenly a little at a time on each side, using long nose pliers or better still the tool number 5-1871 Mounting Nut Wrench, until the receiver is snugly drawn into position. AVOID TIGHTENING THESE NUTS EXCESSIVELY, as this may result in distorting the set, thus preventing proper operation. After the flange nuts have been drawn up, tighten securely the bolt at the bottom and wing nut at the top of the bracket. Check this detail thoroughly when seeking a cause for tuning mechanism difficulty.

When installing the manual tuning control knob on the sleeve or hallow shaft at the right side of the receiver, care must be exercised to see that the knob is not mounted too close to the grille which might cause binding and interference. Securing the knob in correct position is an easy matter since a circular recess has been provided in the sleeve into which the point of the set screw in the knob passes when the screw is tightened. By this means slippage of the knob on the sleeve is prevented and its endwise location properly fixed. While it is important that this knob screw be secure, excessive tightening should. be guarded against as this may bring about locking of the automatic push button shaft which and thereby interfere with automatic tuning. When properly installed, there will be approximately 3/16" clearance between the passes through the sleeve knob and grille.

Cemented to the front face of the receiver and surrounding rectangular automatic indicator dial opening is a soft rubber gasket. This part projects approximately 3/4" from the case and its purpose is to make a tight connection and prevent the emission of light from around the dial opening. When placing the receiver in position prior to tightening the flanged mounting nuts, be sure that this gasket is not folded over and that it is compressed evenly when the nuts are tightened. If it is unduly crowded or pushed over to one side, it may easily cause the indicator dial to bind sufficiently to prevent operation of the automatic tuning. Check this point carefully when making installation or when investigating complaints of inoperative or faulty tuning mechanism and, if necessary, force the rubber away from the dial by means of a wire or small screw driver, inserted thorough the opening in the grille.

In making installation of the radio foot control switch, the dressing of the connecting cable or lead is important. After the switch proper has been secured to the too board the lead should be carried straight upward underneath the floor mat and between the dash and trim panel and silencer to a point in line with the right side of the receiver. The cable should then be carried backward and the connector at the end plugged in to the socket on the receiver. Making the installation in this manner precludes the possibility of short circuits and damage to the lead or other parts of the car, through the metal sheathing which protects the wires coming in contact with a "hot" connection on the fuse block or instruments.

E. J. .Blum
Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO DEALERS AS BULLETIN NO. 7 AND TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO.5.)

Form 8639

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN

GENERAL TECHNICAL POLICIES AND INFORMATION BULLETIN

8

Number

Date

11-17-41

SUBJECT

ANTENNA TRIMMING

Since General Technical Policies Bulletin No. 7 dealing with installation and adjustment details pertaining to the 1942 Hudson radio was issued, we have received information from the field which indicates that the matter of antenna trimmer adjustment is of such importance that we could well afford to stress it further.

Although the necessity of antenna compensation has been touched upon in our installation instructions and service manuals during the past few years, investigation has shown that it is often overlooked with resulting poor performance and owner dissatisfaction. In addition, the fact that many of the earlier production 1942 cars were shipped from the Factory without this operation having been performed further complicates the situation and prompts us to repeat here the instructions recently given on antenna trimming.

"Adjustment of the antenna trimmer at the time of installation is a detail upon which the operation of the receiver is greatly dependent, both from the standpoint of reception quality and ability to get volume from weak or distant broadcasting stations. This operation, which is a "must" item, is necessary due to the capacity characteristics of individual antenna installations and is being neglected in come cases with the result that there are probably radios on certain cars which are not giving anything like their best possible performance. Because of this and since, unfortunately, several of the early production cars got out of the plant without the antenna trimmer being properly aligned, we stress the need for chocking this detail FIRST whenever investigating reports of poor reception or inability to get distant stations. Aligning or trimming the antenna is simple and can be done in a few minutes by lifting the ash tray out of the instrument panel which exposes the small screw hole in the **top of** the antenna trimmer. With the antenna extended and the receiver turned on and tuned in to a weak station having a frequency near 1200 K.C., insert a screw driver through this hole and turn to right or left until maximum volume is secured. Then replace ash tray."

To make certain every 1942 Hudson radio is giving peak performance, let's check the antenna trimmer alignment on all cars coming in for the 1000 and 2000-mile new car inspections. On cars that have already had these inspections, look to this detail the next time they come into your Service Department for any reason. It is a five-minute job that will pay big dividends in owner satisfaction.

E. J. Blum
Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO DEALERS AS BULLETIN NO. 8 AND TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 6.)

Form 8639

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN

GENERAL TECHNICAL POLICIES AND INFORMATION BULLETIN

9

Number

11/17/41

Date

SUBJECT

TO ALL MASTER DEALERS: 1942 SERIES

REVISED CAR WEIGHTS AND LICENSING DATA

-
1942 MODELS

The latest car shipping weight figures received from our Traffic Department indicates that some of the car weights given in General Technical Policies Bulletin No. 5, dated September 29, 1941, were incorrect and we are, therefore, revising the car weights and licensing data so that you will have accurate and up-to-date information on this subject.

Hudson Six (20T)	Serial No	No. of Cyl.	Bore	Stroke	A.M.A H.P. Rating	Wheel Base	Weight Lbs.
2-Dr. (Club) Sed.	T 20101	6	3"	4-1/8"	21.6	116"	2895
4-Dr. Sedan	&	6	3"	4-1/8"	21.6	116"	2940
3-Pass. Coupe		6	3"	4-1/8"	21.6	116"	2795
Club Coupe	Up	6	3"	4-1/8"	21.6	116"	2845
Utility Coach		6	3"	4-1/8"	21.6	116"	2905
Utility Coupe		6	3"	4-1/8"	21.6	116"	2900
Hudson Six Deluxe (20P)							
2-Dr. (Club) Sed.	P 20101	6	3"	4-1/8"	21.6	116"	2935
4-Dr. Sedan	&	6	3"	4-1/8"	21.6	116"	2975
3-Pass. Coupe		6	3"	4-1/8"	21.6	116"	2845
Club Coupe	Up	6	3"	4-1/8"	21.6	116"	2900
Convertible Sedan		6	3"	4-1/8"	21.6	116"	3105
Hudson Six (20C) (Business Series)							
Cab Pickup	C20101 & Up	6	3"	4-1/8"	21,6	116"	2910
Hudson Super Six (21)							
2-Dr. (Club) Sed.	21101	6	3"	5"	21.6	121"	3035
4-Dr. Sedan	&	6	3"	5"	21.6	121"	3080
3-Pass. Coupe		6	3"	5"	21.6	121"	2950
Club Coupe	Up	6	3"	5"	21.6	121"	3010
Convertible Sedan		6	3"	5"	21.6	121"	3200
Station Wagon		6	3"	5"	21.6	121"	3315
							3090
							3145
							2995
							3090
							3280

Hudson Commodore Six (22)	Serial No	No. of Cyl.	Bore	Stroke	A.M.A H.P. Rating	Wheel Base	Weight Lbs.
2-Dr. (Club) Sed.	22101	6	3"	5"	21.6	121"	3100
4-Dr. Sedan		6	3"	5"	21.6	121"	3145
3-Pass. Coupe	&	6	3"	5"	21.6	121"	2995
Club Coupe		6	3"	5"	21.6	121"	3090
Convertible Sedan	Up	6	3"	5"	21.6	121	3240
Hudson Commodore Eight (24)							
2-Dr. (Club) Sed.	24101	8	3"	4-1/2"	28.8	121"	3230
4-Dr. Sedan	&	8	3"	4-1/2"	28.8	121"	3280
3-Pass. Coupe		8	3"	4-1/2"	28.8	121"	3140
Club Coupe	Up	8	3"	4-1/2"	28.8	121"	3205
Convertible Sedan		8	3"	4-1/2"	28.8	121"	3390
Hudson Commodore Custom Eight (25)							
Club Coupe	25101 & up	8	3"	4-1/2"	28.8	121"	3235
Hudson Commodore Custom Eight (27)							
4-Dr. Sedan	27101 & up	8	3"	4-1/2"	28.8	128"	3395

The weight figures given bore are standard car shipping weights and include the weight of the spare wheel and tire as well as bumper equipment. Accessories and extra equipment are, of course, not included so provision should be made for their weight.

In order to arrive at the curb weight of the various models, the weight of the gasoline, oil and water will have to be added. For the Hudson Six Series cars this amounts to 110 lbs., for the Hudson Super Six and Hudson Commodore Six and Hudson Big Series 132 lbs., and for the Hudson Commodore Eight and Hudson Commodore Custom Eight Series 150 lbs.

In the identification and numbering of our cars, all models carry Figure 2 as the first digit which signifies the year .1942, while the second digit which will be "0", "1", "2", "4", "5", "7", or "8" will designate the various models. The remaining digits represent the actual car number which, as heretofore, will run consecutively, regardless of model or series.

E. J. Blum

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO DEALERS AS BULLETIN NO. 5 AND TO SERVICE STATION AGREEMENT HOLDERS AS .BULLETIN NO. 3)

The car serial number is stamped on a plate attached to the right front door hinge pillar and on top of the right frame side member, just ahead of the front body bolt where it is visible upon raising the bonnet. In the Hudson Six Series, the metal plate has in addition to the car number a prefix in the form of a letter "P", "T", or "C" in order to differentiate between the different models. When those models which ordinarily employ the 3" x 4-1/8" engine, are fitted with the optional, larger 3" x 5" engine, the prefixes carry the letter "L" in addition. IT IS VERY IMPORTANT, WHEN MAKING LICENSE APPLICATION, THAT THESE PREFIX LETTERS BE GIVEN WITH THE CAR NUMBER IN EVERY INSTANCE.

The engine number is the same as the car number and is stamped on the top of the cylinder block, between numbers 1 and 2 exhaust manifold. flanges.

E. J. Blum

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO DEALERS AS BULLETIN NO. 9

Form 8639

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN

GENERAL TECHNICAL POLICIES AND INFORMATION BULLETIN

10

Number

Date

12-2-41

TO ALL MASTER DEALERS: 1942 SERIES

SUBJECT

THICKENED LUBRICANT AFFECTS SHIFTING

Because of the viscosity increase or thickening which takes place with all lubricants in cold weather, greater difficulty is generally experienced in shifting gears, especially just after starting to drive a car which has been standing outdoors or in a cold garage for some time. Obviously, cars with Drive-Master will be affected to some extent also and the action of the power shift may be slightly sluggish in some instances when the first few shifts are being made.

DILUTION WITH KEROSENE EFFECTIVE

In those territories where cold weather is experienced this condition can be offset to a large extent by diluting the transmission lubricant with a small quantity of kerosene. This practice which has been widely followed in the past has proved effective and contributes materially towards easier shifting with the synchronized silent mesh design transmission we are using. To dilute the lubricant simply remove a small amount through the drain opening, replace the plug and add 2 ounces of kerosene through the filler opening on the right side. Then add sufficient lubricant to bring the level up to the bottom of the opening and replace the filler hole plug. If Overdrive is installed, 2-1/2 ounces of kerosene should be used.

FACTORY LUBRICANT O. K.

Only high quality gear oils having mild extreme pressure characteristics and S.A.E. 80 viscosity should be used during cold weather. The lubricant placed in new cars at the Factory conforms to these requirements; therefore, with the exception of diluting it as mentioned above, there is no necessity of changing it until the car has been driven approximately 5,000 miles.

ROTATING GEARS FACILITATES ENGAGEMENT

Should gear abutment make shifting into low or reverse difficult, relief can usually be obtained through rotating the gears by momentarily engaging the clutch and accelerating the engine. This tends to line up the gears so they mesh more easily. If the car is being operated in Drive-Master or Vacumotive Drive, the clutch will, of course, be disengaged by power when making the shift, so that it is only necessary to touch the accelerator pedal in order to secure this effect.

PULL OUT OVERDRIVE BUTTON

On cars with Overdrive, additional resistance is encountered in going into reverse gear since it is necessary to compress the spring on the Overdrive shift rail and the transmission low and reverse shift rail lock ball spring is also stiffer than the one used on transmissions without Overdrive. When reports of difficult shifting into reverse are received in connection with Overdrive equipped cars, instruct the owner to pull out the dash control button before parking, especially if the car is to stand in the cold for some time.

(OVER)

A few minutes spent in explaining to the owner the details touched upon in this bulletin will go a long *way* towards forestalling complaints of hard gear shifting.

E. J. Blum

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO DEALERS AS BULLETIN NO. 10 AND TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 8.)

Form 8639

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN

GENERAL TECHNICAL POLICIES AND INFORMATION BULLETIN

Number 11

Date 12-2-41

SUBJECT TO ALL MASTER DEALERS: 1942 SERIES

Since the issuance of the August 1941 edition of the Service Tool Price List, which accompanied the 1942 Tool Manual Supplement mailed to the field some time ago, several items have been dropped from the line and the prices of many others have been changed.

Because of the present emergency situation affecting materials, especially as related to the difficulty or impossibility of procuring the special or alloy steels and castings which are so essential to the manufacture of tools of this type, it has been necessary to discontinue quite a number of the items listed in the Tool Catalog when stocks became exhausted.

In the majority of instances these tools are ones which the Hinckley-Myers Company records indicate there has been little or no movement on for some time. Under those circumstances and in consideration of the sharp advance which would have to be made in the price of these tools on the basis of the higher costs of labor and such materials as are available, we believe you will agree that our source would not be justified in making any additional runs of these items.

With this bulletin we are sending you a copy of the Revised Price List which will bring you up to date in the matter of tool changes and prices. This list applies both to the yellow covered 1941 Tool Manual and the 1942 supplement and supersedes the Tool Price List dated August 1941, which should be destroyed.

E. J. Blum

Technical Service Manager

(THIS BULLETIN AS WRITTEN IS BEING MAILED TO DEALERS AS BULLETIN NO. 11 AND TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 9.)