

HUDSON



SERVICE DEPARTMENT LETTERS

1912-1913

CONTENTS

Ser. No.	Subject
170	Front Wheel Roller Bearings - 1910-1911 Models
172	Instructions for Repairs - Early Models
187	Electric Heaters for Model "54" cars
190	Demountable Rim Replacement

J. L. HUDSON, Chairman of Board

R. D. CHAPIN, President
H. E. COFFIN, Vice-Pres.
F. O. BEZNER, Secretary
R. R. JACKSON, Treas. & Gen. Mgr.
E. H. Broadwell, Vice-Pres.

HUDSON MOTOR CAR COMPANY

DETROIT, MICH., U.S.A.



DONATED BY
PHIL ROSKI'S ESTATE

Thursday
August First
Nineteen Twelve.

ALL HUDSON DISTRIBUTORS A DEALERS.

Front Wheel Roller Bearings for 1910-1911 Models.

Abnormal road conditions in certain localities resulted in our adopting a roller bearing for front wheels to take the place of the cup and cone bearings with which 1910 and 1911 models were furnished.

These bearings have very long rollers. They are made of nickel steel, hardened and ground and are adjusted so as to eliminate any shaking in the wheels.

They are made up especially to fit 1910 and 1911 models. The success we have had with 1912 cars in which also roller bearings are used, causes us to urge you to substitute roller bearings for the cup and cone type in the 1910 and 1911 models that are brought to you for any adjustment of front wheel bearings.

We give a credit of \$10.70 on the return of the old type of cone bearings and make a charge of \$23 not per set for the new roller bearings. This means a net cost for this more satisfactory set of bearings of \$12.30.

Please bear this in mind and recommend that owners of 1910 and 1911 models have these bearings substituted as early as possible.

Yours very truly,

170-Service.

HUDSON MOTOR CAR COMPANY.

J. L. HUDSON, Chairman of Board

R. D. CHAPIN, President
H. E. COFFIN, Vice-Pres.
F. O. BEZNER, Secretary
R. R. JACKSON, Treas. & Gen. Mgr.
E. H. Broadwell, Vice-Pres.

HUDSON MOTOR CAR COMPANY

DETROIT, MICH., U.S.A.



August 9, 1912.

TO ALL HUDSON DISTRIBUTORS & DEALERS.

Subject: Instructions for ordering repairs in connection with early models.

There is more or less confusion experienced by our Dealers and Distributors in ordering spare parts for the 1910 and 1911 models, especially the former. Some are conversant with the different changes, but we take this means of going into the subject in detail, that we all may be familiar with this subject which is of extreme importance. Generally the car number (which should always be given) is sufficient to aid us' in filling your orders; but on the following items we need special instructions to insure accurate shipment.

1910 MODEL

These different items should be carefully noted, record made of same and used in connection with all orders for 1910 repairs.

MOTOR.

Cylinder Cover: The water connections are of two sizes, being $1\frac{1}{4}$ and $1\frac{1}{2}$ " outside diameter. State what size.

Timing Gears: Spur (straight tooth) or Helical (spiral tooth). State type wanted.

Pistons: On piston head you will find stamped the size of the particular piston. If you wish to duplicate same or order a larger size, be governed by the markings on piston.

TRANSMISSION.

Two types of gear and bearings used. They can easily be distinguished. Later type of gears known as R.B. were used in connection with bronze bushings, while babbit bushings were used with the earlier type. Gears were wider and heavier and were marked R.B. All orders for transmission parts, unless otherwise specified, will be filled with transmission parts not R.B.

REAR AXLE.

Two types used known as Kermath and Roller Bearing Types. The kind wanted must always be clearly stated, gear ratio given and the car number that it is to be used upon.

Kermath Axles have differentials which are supported by heavy bronze

bronze bushings. The propeller shaft is equipped with Timken bearings both front and rear; differential is of different design; ring half of case is drilled with eight holes to accommodate rivets used in attaching ring gear; ring gear and pinion are of different pitch; teeth are wider and stubbed; axle shafts, both right and left are machined to carry steel sleeve pressed on shaft.

Roller Bearing Type Axles can easily be distinguished from Kermath, as full Hyatt Roller Bearings are used on both main and propeller shafts: differential is supported by roller bearings. With but very few exceptions, all 1910 roadsters having wheel base of 100 inches were equipped with this type of axle. Touring cars had both types. Particular care should be exercised in ordering axle parts for the 1910 touring car and 1911 fore-door roadster having 110 inch wheel base.

WHEELS.

State size, whether 32 x 3 or 32 x 3 $\frac{1}{2}$, also color and type of rim.

FENDERS.

In ordering fenders for 1910 roadster, it is always necessary to specify if car has splash guards between running board and frame. This also applies to all requisitions for running boards.

1911 MODEL

The following facts should be noted in connection with all repairs used on the 1911 model.

MOTOR.

No change except in thread of cylinder valve cover plugs, also intake manifolds and pistons.

Valve Cover Plugs: In ordering valve cover plugs, it is necessary to state whether plug has 18 or 14 threads to the inch. 18 thread is regular type. 14 thread same plug an used for the 1912 model.

Intake Manifold: Two types, first type being plain one-piece manifold no water jacket being used, second type being two-piece manifold with water jacket between manifold and carburetor.

Pistons: Plain and reinforced types. The most convenient way to order pistons and to avoid misunderstanding, is to advise in your requisition the markings on piston head where the size and weight is shown. Pistons, however, can easily be distinguished, as the later type has a heavy reinforced ring on the open end of the piston being about $\frac{1}{2}$ " in width.

CLUTCH.

The most essential features in orders for clutch is that we be advised of the motor and car number, the motor number being the more important of the two. It will be found on the left front arm of the crank case and will be prefixed by a letter. The letter should always be shown when the motor number is given.

Clutch Discs: There were two types of clutch discs. It would be roll to advise in ordering clutch discs whether single or double row of cork inserts were used.

Clutch Springs: There were several different clutch springs used. Perhaps the safest manner in which to order clutch springs is to advise us the length of the spring under tension; or in other words, when the spring is assembled with the bolt as taken from crank shaft.

TRANSMISSION.

Two types of transmission used, the gears of which are interchangeable with the exception of the drive gear which is a part of the clutch shaft, and the front and rear transmission main shaft bearings. The ordering of transmission parts is similar to those of the clutch. We must have car number, and if possible motor number and the letter. The first type of drive gear used was $1\frac{3}{4}$ " outside diameter at place where bearing fits. This part is shown in parts book having symbol number 24-B-13. The second type was $1\text{-}31/32$ " outside diameter at place where bearing fits. This is termed by us as 24-B-71 and is NOT designated in our list. Early type can also be distinguished as rear main bearing fits directly into transmission case, while the new type rear bearing fits into a steel mounting or special cage. in transmission case, the same as in our 1912 model.

UNIVERSAL JOINT.

In ordering universal joint parts, it is always necessary that we be advised the outside diameter of the compression flange (driving flange) which is pressed on the transmission shaft.

FRONT SPRINGS.

Being of two types $1\frac{3}{4}$ " and 2" in width, we must always be advised the width of 1911 front springs and number of car.

Yours very truly,

172-Ser.

HUDSON MOTOR CAR COMPANY.

J. L. HUDSON, Chairman of Board

R. D. CHAPIN, President
H. E. COFFIN, Vice-Pres.
F. O. BEZNER, Secretary
R. R. JACKSON, Treas. & Gen. Mgr.
E. H. Broadwell, Vice-Pres.

HUDSON MOTOR CAR COMPANY
DETROIT, MICH., U.S.A.



January 6th, 1913

You have no doubt by this time, received the electric heaters for model "54" cars in your territory. There is a marked advantage in using this device during the cold weather. It especially facilitates easy starting.

We trust that there will be no delay in the taking care of this matter and that you will advise us at once, the numbers of the cars on which you have installed this device.

Yours very truly,

HUDSON MOTOR CAR COMPANY.

A handwritten signature in cursive script, appearing to read "Theodore Oldberg".

Ser.187.

Service Manager.

J. L. HUDSON, Chairman of Board

R. D. CHAPIN, President
H. E. COFFIN, Vice-Pres.
F. O. BEZNER, Secretary
R. R. JACKSON, Treas. & Gen. Mgr.
E. H. Broadwell, Vice-Pres.

HUDSON MOTOR CAR COMPANY
DETROIT, MICH., U.S.A.



January 24th, 1913

During the early production of our 1913 models, we found it necessary on account of our inability to obtain the improved type of Continental demountable rim, to use what is termed as the No. 3 or split type rim without locking band.

You have been supplied with sufficient rims to replace all of the earlier type, but as yet we have had no report from you as to the numbers of the cars on which this change has been effected.

We are very desirous of having this matter straightened away without any unnecessary delay and we asked that it be given your immediate attention. Your account has been charged for the rims shipped and we await the return of the ether type and your advice as to the cars they were installed upon, that proper credit may be given.

Yours very truly,

HUDSON MOTOR CAR COMPANY

A handwritten signature in cursive script, appearing to read "Hugh O'Leary".

Service manager.

Ser-190.