

# 1935

SERIES

Mechanical and Technical  
Bulletins

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**HUDSON MOTOR CAR COMPANY**  
**MECHANICAL AND TECHNICAL**  
**1935 SERIES BULLETINS**

No. 2

Date 1/2/35

Form 8102

Subject

TO ALL DEALERS:

For your information, we listing below available specifications by all body Types. You will be given information on additional body types just as soon as this is available

SPECIFICA-  
TIONS FOR  
LICENSING  
PURPOSES

	<u>Serial Nos.</u>	<u>No. Of Cyl.</u>	<u>Bore</u>	<u>Stroke</u>	<u>S.A.E. HP Rating</u>	<u>Seating Cap.</u>	<u>Wheel Base</u>	<u>Weight</u>
Terraplane 6 - SPECIAL								
Coach	51,101	6	3"	5"	21.6	5	112"	2,595
Sedan	&	6	3"	5"	21.6	5	112"	2,655
4 Pass. Coupe		6	3"	5"	21.6	4	112"	2,555
2 Pass. Coupe	Up	6	3"	5"	21.6	2	112"	2,505
Terraplane 6 - SPECIAL								
Coach	52,101	6	3"	5"	21.6	5	112"	2,665
Sedan	&	6	3"	5"	21.6	5	112"	2,710
4 Pass. Coupe		6	3"	5"	21.6	4	112"	2,635
2 Pass. Coupe	Up	6	3"	5"	21.6	2	112"	2,565
Conv. Coupe		6	3"	5"	21.6	4	112"	2,590
HUDSON 6								
Coach	53,101	6	3"	4½"	28.8	5	116"	2,720
Sedan	&	6	3"	4½"	28.8	5	116"	2,780
4 Pass. Coupe		6	3"	4½"	28.8	4	116"	2,665
2 Pass. Coupe	Up	6	3"	4½"	28.8	2	116"	2,600
Conv. Coup		6	3"	4½"	28.8	4	116"	2,640
Hudson 8 - SPECIAL								
Coach	54,101	8	3"	4½"	28.8	5	117"	2,840
Sedan	&	8	3"	4½"	28.8	5	117"	2,890
4 Pass. Coupe		8	3"	4½"	28.8	4	117"	2,810
2 Pass. Coupe	Up	8	3"	4½"	28.8	2	117"	2,740
Conv. Coupe		8	3"	4½"	28.8	4	117"	2,765
Hudson 8 - DELUXE								
Coach	55,101	8	3"	4½"	28.8	5	117"	2,880
Sedan	&	8	3"	4½"	28.8	5	117"	2,945
4 Pass. Coupe		8	3"	4½"	28.8	4	117"	2,855
2 Pass. Coupe	Up	8	3"	4½"	28.8	2	117"	2,790
Conv. Coupe		8	3"	4½"	28.8	4	117"	2,805
Hudson 8 - CUSTOM								
Club Sedan	56,101 &	8	3"	4½"	28.8	5	124"	3,130
Brougham	Up	8	3"	4½"	28.8	5	124"	3,056

E. J. Blum  
 Technical Supervisor  
 Service Department

**HUDSON MOTOR CAR COMPANY**  
**MECHANICAL AND TECHNICAL**  
**1935 SERIES BULLETINS**

No. 4

Date 1/23/35

Form 8102

Subject

TO ALL DEALERS:

Two rubber bumpers are now being installed on all body types under the windshield garnish moulding. These bumpers prevent the center of the windshield from being drawn in too far, preventing glass breakage, also insuring a better seal along the bottom edge of the windshield.

To install these bumpers, open the windshield and remove two screws from center portion of the lower windshield garnish moulding. (Note later production cars>)

Spring the garnish moulding up and slip the bumpers under front with the bumper turned upward.

Align the holes in the bumper with the screw holes in the moulding and Replace the screws.

Please place orders immediately with your distributor to cover your requirements (2 per car) for all cars in your territory not so equipped. The bumpers will be supplied gratis.

This operation requires only a few minutes therefore no labor credit will be allowed.

M. S. Bald

Asst. Technical, Supervisor  
Service Department

(OVER)

WINDSHIELD  
BUMPERS  
#108138

No. 4

TO ALL DEALERS:

The additional Electric Hand equipment covered by Parts and Service Policy Bulletin No. 6 (Service Kit No. 48250) was used in car production as follows:

	Beginning With Serial Number	Cars Above Beginning Serial Number Not In- corporating Equipment
Terraplane Special	515557	515801 to 515904 inc.
Terraplane DeLuxe	523285	523406 to 523485 inc.
Hudson Six	531537	531547 to 531605 inc.
Hudson Eight Special	542166	542187 to 542252 inc.
Hudson Eight DeLuxe	551037	551064 to 551083 inc.
Hudson Eight Custom	56558	None

This information is for your use in locating cars in your territory which should have this added equipment installed.

M. S. Bald

Asst. Technical Supervisor,  
Service Department

**HUDSON MOTOR CAR COMPANY**  
**MECHANICAL AND TECHNICAL**  
**1935 SERIES BULLETINS**

No. 5

Date 1/25/35

Form 8102

Subject

TO ALL DEALERS:

To protect engines in new cars against damage due to excessive speed or hard Pulling during early mileage, a governor valve is now being installed between the intake manifold and the carburetor in our Car Assembly Department. The inside carburetor mounting stud has been lengthened and drilled to provide a means for attaching a seal. This seal is likewise attached in our Assembly Department.

The seal should be inspected on each car when received by you and during the pre-delivery inspection and a note made -- "Seal O.K.", or Seal Broken" on the inspection card. If broken, the engine should be carefully tested and if found in a damaged condition the responsibility should be determined immediately.

The removal of the seal and governor should be made as part of your 500 mile Inspection, at which time entry should be made on your 500 mile Inspection Card of its removal and a note -- "Seal O.K.", or "Seal Broken". This gives you a complete record for your files.

The governor valve is removed as follows:

1. Remove air cleaner.
2. Disconnect gas line at carburetor.
3. Disconnect throttle control link at throttle arm.
4. Disconnect climatic control heat tube at carburetor.
5. Remove the two nuts at the carburetor mounting flange and remove carburetor.
6. Remove governor and thin gasket and discard both.
7. Install carburetor and tighten flange nuts.
8. Connect throttle control link at throttle arm.
9. Connect choke control tube at carburetor.
10. Connect gas lines at carburetor.
11. Install air Cleaner.

Time required -- 0.2 hour

A slight, hissing noise will be noticeable while the governor is in place, however, this is not sufficient to be objectionable.

M. S. Bald  
Asst. Technical Supervisor  
Service Department

CARBURETOR  
GOVERNOR

**HUDSON MOTOR CAR COMPANY**  
**MECHANICAL AND TECHNICAL**  
**1935 SERIES BULLETINS**

No. 7

Date 2/20/35

Form 8102

Subject

TO ALL DEALERS:

Our attention has been called to some cases of failures of the Electric Hand which are directly traceable to service operations not having been properly performed. We, therefore, wish to call your attention to the various items under the heading of "Electric Hand Notes" in The February issue of TERRAPLANE HUDSON SERVICE, as well as the following paragraphs.

ELECTRIC HAND  
SERVICE  
OPERATIONS

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When the lower wiring harness is attached to the transmission control housing, it must lay close to the housing and as far away from the tower as possible, to prevent chafing on the flange of the floor board around the opening for the transmission control. tower.

LOWER WIRING  
HARNES  
CHAFED

The wiring harness should extend directly to the right from the right rear corner of the transmission to the point where it is attached to the solenoid valve housing cover. If this section of the harness extends backward from the transmission it may be cut by the universal joint bolt locks.

The harness should pass to the rear of the solenoid valve housing, under the air - filter hose to the junction block. If the wiring is led directly across the valve housing, it may chafe against the edge of the frame "X" member.

When the air filter hose clip at the valve housing is tightened it should be set in such a position that the lower end of the clamp screw will not come in contact with the lower harness wire.

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The power unit stud nut should be drawn up tight enough to compress the rubber bushings only very slightly. Excess tightening will prevent sufficient free. movement to maintain alignment with the shifting levers and hinder operation.

ALIGNMENT OF  
POWER UNIT

There should always be sufficient slack in both the vacuum hose and the air filter hose to allow free floating of the power unit on its mounting.

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The complete servicing information that has been supplied on the Electric Hand can be used to best advantage only when the Testing Kit No. 47898 is used. Loss of time or

TESTING  
EQUIPMENT

(OVER)

TESTING  
EQUIPMENT

even failure to obtain satisfactory operation, will be the result of attempted service without this equipment.

The price of the testing equipment is so low you cannot afford to be without it.

Place your order immediately with your distributor for your kit, if you have not already done so.

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Have every mechanic read "Electric Hand Notes" in the February issue of TERRAPLANE HUDSON SERVICE and also this bulletin.

M. S. Bald

Asst. Technical Supervisor  
Service Department



**HUDSON MOTOR CAR COMPANY**  
**MECHANICAL AND TECHNICAL**  
**1935 SERIES BULLETINS**

No. 12

Date 9/6/35

Form 8102

Subject

TO ALL DEALERS:

In view of our policy in connection with the replacement of parts in assemblies rather than the replacement of assemblies, it will be well for Distributors and Dealers to go over the Special Tool List in this bulletin to see whether or not they have already been included in your shop equipment.

Transmission Tools only are included in this list. Orders for these tools should be placed direct with Hinckley Myers Company, Jackson, Michigan, by both Distributors and Dealers who will make shipment to the address given on the order.

A bulletin is being issued by the Parts Specification Division which covers the parts required in servicing transmissions.

Following is the list of tools:

<u>Number</u>	<u>Name</u>	<u>Price</u>
1 456	Universal joint flange puller	\$2.25
J 352	Main shaft puller	3.60
J 778	Main shaft puller adapter	.60
J 448-1	Main shaft intermediate gear lock ring remover	2.50
J 448-4	Main shaft intermediate gear lock ring assister	.80
J 782	Main shaft drive gear bearing remover	2.75
1 786	Countershaft gear drift	1.25
J 780	Main shaft drive gear needle retainer replacer	.85
J 781	Countershaft snap ring replacer	1.45
J 785	Shifter shaft lock screw wrench	.20
J 488	(Hand press - Reverse gear bushing	
.7 488-3	(Replacer - Remover and replacer	4.15
J 488-4	(Remover	
J 450	Countershaft bushing driver	.90
J 466	Countershaft bushing line reamer	3.75
J 779	Main shaft bearing replacer	1.20

E. J. Blum

Technical Supervisor  
Service, Department

TOOLS REQUIRED  
IN SERVICING  
TRANSMISSIONS  
WITH PARTS