

**General Technical Policies &
Information Bulletins**

1937 Series

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GENERAL TECHNICAL POLICIES

1

DONATED BY **AND INFORMATION**
 PHIL ROSKIE'S ESTATE **1937 BULLETIN SERIES**

Number
11/11/36

Date

Effective October 1st

SUBJECT

TO ALL MASTER DEALERS

1937
SPECIFI-
CATIONS
FOR LI-
CENSING
PURPOSES

Following are brief specifications and license data covering 1937 models. Additional information will be covered in a subsequent bulletin as soon as available

	Serial Nos.	No. of Cyl.	Bore	Stroke	A.M.A. H.P. Rating	Seatg. Cap.	Wheel Base	Weight Lbs.
<u>Terraplane 6 - DeLuxe</u>								
Brougham	71,101	6	3"	5"	21.6	5	117"	2,830
Touring Brougham		6	3"	5"	21.6	5	117"	2,830
Sedan		6	3"	5"	21.6	5	117"	2,865
Touring Sedan		6	3"	5"	21.6	5	117"	2,865
3 Pass. Coupe		6	3"	5"	21.6	3	117"	
Victoria Coupe	&	6	3"	5"	21.6	3	117"	
Convertible Coupe		6	3"	5"	21.6	2	117"	
Convertible Brougham		6	3"	5"	21.6	4	117"	
Business Coupe	Up	6	3"	5"	21.6	2	117"	
<u>Terraplane 6 - Super</u>								
Brougham	72,101	6	3"	5"	21.6	5	117"	2,875
Touring Brougham		6	3"	5"	21.6	5	117"	2,875
Sedan		6	3"	5"	21.6	5	117"	2,905
Touring Sedan		6	3"	5"	21.6	5	117"	2,905
3 Pass. Coupe		6	3"	5"	21.6	3	117"	
Victoria Coupe	&	6	3"	5"	21.6	3	117"	
Convertible Coupe		6	3"	5"	21.6	2	117"	
Convertible Brougham	Up	6	3"	5"	21.6	4	117"	
<u>Hudson 6 - Custom</u>								
Brougham	73,101	6	3"	5"	21.6	5	122"	2,925
Touring Brougham		6	3"	5"	21.6	5	122"	2,925
Sedan		6	3"	5"	21.6	5	122"	2,990
Touring Sedan		6	3"	5"	21.6	5	122"	2,990
3 Pass. Coupe		6	3"	5"	21.6	3	122"	
Victoria Coupe	&	6	3"	5"	21.6	3	122"	
Convertible Coupe		6	3"	5"	21.6	2	122"	
Convertible Brougham		6	3"	5"	21.6	4	122"	
Business Coupe	Up	6	3"	5"	21.6	2	122"	

(OVER)

1937 SPECIFI- CATIONS FOR LI- CENSING PURPOSES		Serial	No. of			A.M.A.	Seatg.	Wheel	Weight
		<u>Nos.</u>	<u>Cyl.</u>	<u>Bore</u>	<u>Stroke</u>	<u>HP.</u> <u>Rating</u>	<u>Cap.</u>	<u>Base</u>	<u>Lbs.</u>
	<u>Hudson 8 - DeLuxe</u>								
	Brougham	74,101	8	3"	4½"	28.8	5	122"	3,105
	Touring Brougham		8	3"	4½"	28.8	5	122"	3,105
	Sedan		8	3"	4½"	28.8	5	122"	3,135
	Touring Sedan		8	3"	4½"	28.8	5	122"	3,135
	3-Pass. Coupe	&	8	3"	4½"	28.8	3	122"	
	Victoria Coupe		8	3"	4½"	28.8	3	122"	
	Convertible Coupe		8	3"	4½"	28.8	2	122"	
	Convertible Brougham	Up	8	3"	4½"	28.8	4	122"	
	<u>Hudson 8 - Custom</u>								
	Brougham	76,101	8	3"	4½"	28.8	5	122"	3,133
	Touring Brougham		8	3"	4½"	28.8	5	122"	3,135
	Sedan		8	3"	4½"	28.8	5	122"	3,195
	Touring Sedan		8	3"	4½"	28.8	5	122"	3,195
	3-Pass. Coupe	&	8	3"	4½"	28.8	3	122"	
	Victoria Coupe		8	3"	4½"	28.8	3	122"	
	Convertible Coupe		8	3"	4½"	28.8	2	122"	
	Convertible Brougham	Up	8	3"	4½"	28.8	4	122"	
	<u>Hudson 8 - DeLuxe</u>								
	Sedan	76,101	8	3"	4½"	28.8	5	122"	3,205
	Touring Sedan	& Up	8	3"	4½"	28.8	5	122"	3,205
	<u>Hudson 8 - Custom</u>								
	Sedan	77,101	8	3"	4½"	28.8	5	122"	3,260
	Touring Sedan	& Up	8	3"	4½"	28.8	5	122"	3,260

The system of numbering 1937 Terraplane and Hudson models is the same a last year, namely, -

The first digit of the car serial number will be the digit "7" indicating "1937" production. The second digit of each serial number will be the digits "1" to "7" inclusive, which will designate the models in the same order as they are listed above. The first two digits will not be separated by a dash in listing the car serial number, but will be a part of the complete number, and when 999 cars of any model have been built the serial number will, of course, contain six digits instead of five. For example - when Terraplane 6 - Deluxe serial number 71,999 has been built, the next car serial number will be 711,000.

E. J. Blum

Technical Supervisor Manager

(THIS BULLETIN IN REVISED FORM IS BEING MAILED DIRECTLY TO MASTER DEALERS AS BULLETIN NO. 8, AND TO ASSOCIATE DEALERS AS BULLETIN NO. 3

**GENERAL TECHNICAL POLICIES
AND INFORMATION
1937 BULLETIN SERIES**

2

Number
11-16-36

Date

Effective October 1st

SUBJECT

TO ALL MASTER DEALERS

WINTER
SERVICING

It is not within the scope of this letter to tell you how to get winter service business but simply to point out certain pertinent operations which must be done correctly to insure your customers satisfactory performance after you have serviced their cars.

LUBRICA-
TION

Since it is conceded that the Service volume must be built around the Lubrication Department, start by putting this department in shape and displaying the Lubrication wall charts for 1936 and 1937. Now check each item on the chart and see that you have the correct lubricant and proper equipment to dispense it.

If your guns for the different greases are designated by different colors on the handles, indicate the points where each are used by colored thumb tacks or stickers on your Lubrication charts. This will help the mechanic as well as help show the owner how you are equipped to service his car.

CHANGE
LUBRICANT

Change the lubricant in the engine, clutch, transmission, rear axle, and shock absorbers.

The correct winter grade must be used in engine, transmission and axle, while the fluid in the clutch and shock absorbers should be renewed since it may have thickened during the hot summer weather.

WHEEL
BEARING

Lubricate wheel bearings as the lubricant may have been lost or deteriorated from the extreme temperatures developed at high speeds and by hard brake usage under summer driving conditions.

BRAKE
FLUID

Although it is not necessary to change the brake fluid in most localities, this is recommended where temperatures lower than 30 degrees below zero are encountered.

BRAKE
ADJUSTMENT

When the roads are slippery, it is imperative that all brakes take hold together and with equal action. Make it a standard part of your inspection during lubrication to depress the brake pedal and feel the drag on each wheel. You will find a lot of unequal brakes, dragging brakes and brakes with too much clearance. They should be adjusted for the owner's safety.

DIRT IN
BRAKE
DRUMS

Dust from the road and from worn brake linings may cause brakes to grab when wet. Remove the adjusting screw cover and blow into the brake drum with air pressure to remove this dust. This is a courtesy service you may render your customers when lubricating the car or adjusting the brakes which will be greatly appreciated.

(OVER)

STEERING
GEAR AND
WHEEL
ALIGNMENT

When the roads are slippery, the steering of the car is of first importance. Be sure you do not let any of your customers leave your Service Station with a steering gear which needs adjustment or wheels that are out of line. The Mechanical Procedure Manual gives complete information on servicing these units.

ENGINE
TUNE UP

Your engine tune up must be complete and accurately performed to give your customers the satisfaction to which they are entitled. Some cases of hard starting, dead batteries and excessive gasoline consumption can be attributed to the manner in which a car is used in the winter time, however, most cases can be avoided by proper servicing.

It is more profitable to you and your customers to have the cars properly serviced than for you to maintain extra towing service. (It is also easier on dispositions.) Refer to the Mechanical Procedure Manual for complete Engine Tune Up procedure.

ELECTRICAL
SYSTEM

The battery must be in good condition and fully charged (over 1250 gravity).

Battery cables and ground straps must be tested.

Clean the generator commutator and adjust the charging rate using an accurate ammeter and voltmeter. Refer to the Engine Tune Up Chart and Mechanical Procedure Manual.

Test the voltage regulator.

Test all high tension cables for leakage.

Most any engine will start easier and run better with a new set of spark plug cables if the old ones have been subjected to the full summer season's high temperatures which breaks down the insulation.

DISTRIBUTOR
POINTS
AND IGNI-
TION
TIMING

Clean, align and adjust the breaker points and set the timing accurately.

SPARK
PLUGS

Clean and adjust. If the electrodes are burnt or the plugs have been used over 10,000 miles, replace them.

If you know the owner is going to do mostly slow city driving, use a one Step hotter plug.

MANIFOLD
HEAT CON-
TROL

The manual heat control valve should be set to the winter position.

CARBURETOR

The accumulation of carbon and gum in the carburetor passages and working parts must be removed. Remove the carburetor from the engine and give it a thorough cleaning and complete adjustment.

Do not forget the climatic control passages. Be sure the choke valve is opened when the throttle is wide open so that the manifold can be unloaded should it become flooded.

GENERAL TECHNICAL POLICIES AND INFORMATION

1937 BULLETIN SERIES

Effective October 1st

2

11-16-36

Date

SUBJECT

- 3 -

AIR
CLEANER

See the Mechanical Procedure Manual for complete servicing of the carburetors on all models from 1934 to and including 1937.

COOLING SYS-
TEM

Wash the air cleaner filter element and recoil. A clogged cleaner will cause "over-choking" when starting and waste gasoline while running.

High summer operating temperatures deposit scale and sludge from the cooling water in the radiator and water jackets. Some antifreeze solutions loosen this sediment so that it circulates through the system and may clog the passages.

Before adding anti-freeze, clean the system with Hudson Radiator Cleaner and reverse flush to remove all foreign matter.

You cannot keep anti-freeze in a system that is over-heating and you cannot get proper heater performance if the passages become clogged.

HEATERS
AND HOSE
LINES

The hose lines on heaters that have been used during the past season should be removed and inspected while all hose lines and cooling system gaskets should be checked for collapse or leaks.

THERMO-
STATS

Thermostats should be immersed in hot water before installation to see that they open fully. Standard Hudson and Terraplane thermostats should start to open at 150° to 155° and be wide open at 170°.

RADIATOR
COVERS

The under hood temperature is important to efficient operation of both the engine and the heater.

A radiator cover will reduce the time required for the engine to reach normal operating temperature and thereby reduce wear and gasoline consumption. It will also make heat available for the heater sooner after the engine is started and give more heat during operation.

Use the radiator cover available through the Accessory Division as this gives the correct restriction for cold weather without causing boiling when the car is stopped after a hard run.

Refer to the November issue of HUDSON TERRAPLANE SERVICE MAGAZINE for suggestions for getting the service business and also parts and accessory displays which will help sell winter service.

E. T. Blum

Technical Service Manager.

GENERAL TECHNICAL POLICIES AND INFORMATION

1937 BULLETIN SERIES

Effective October 1st

3

Number
12/4/36

Date

SUBJECT

TO ALL MASTER DEALERS:

GENERATOR
OUTPUT
REGULATION

The generator charge control unit or voltage regulator employed on the 1937 Terraplane and Hudson models to control the generator output, is now of the so called "vibrating" type as contrasted to the "step" type control which has been used for the past few years on our cars.

The new vibrating charge control as the name implies, incorporates a set of points that begin to vibrate when the battery voltage increases to a setting determined for a fully charged battery. In vibrating, the contacts rapidly cut in and out a resistance in the field circuit, holding the voltage constant. In the "step" control formerly used, the points opened at a pre-determined high voltage, cutting a resistance into the field circuit to prevent excessive charging, and closed at a pre-determined low voltage allowing a full charge to reach the battery.

With the present system, the voltage of the electrical system is hold constant at a maximum reading of from 7.4 to 7.9 volts. As the battery becomes charged, the generator charging rate is reduced or tapers off until with a fully charged battery, a charging rate as low as 4 to 6 amperes is possible. This method of regulation is ideal since by tapering the charge from a maximum of 26 amperes with a low battery to a minimum of approximately 5 amperes with a fully charged battery, proper operation of the electrical system is assured together with long life for the battery and generator.

The generators used on the "71" or Terraplane DeLuxe series cars which are not regularly equipped with the charge control unit are of the air cooled, high output type, end identical in all essential respects with those employed on the Terraplane Super and all Hudson models which carry the voltage regulator or charge control assembly. Both generators are of the 3rd brush type which provides a means of regulating the output in addition to the control afforded by the voltage regulator.

CHARGE
CONTROL
NECESSARY

When radios, or other electrical accessories which make heavy current demands on the electrical system are installed on the Terraplane DeLuxe models, it is absolutely necessary that the charge control unit be fitted to the car to permit an increase in generator output sufficient to take care of such equipment. By means of the 3rd brush adjustment, the charging rate can be stepped up from the standard 17 amperes maximum cold, which is the factory setting for these models, to 26 amperes cold. This is adequate for all normal types of driving, and at the same time offers protection against the dangers of an excessively high charging rate.

(OVER)

A special kit containing the necessary material to make installation of the charge control unit on cars not already equipped is carried in stock under our part #153193. The very low price which has been placed on this kit, together with its ease of installation, should insure its universal use when fitting electrical accessories or whenever it is necessary to increase the charging rate to take care of unusual driving requirements.

For full details concerning the procedure involved in checking and adjusting the generator and charge control assemblies, we refer you to pages 3, 4, 9 and 10 of the electrical section of the new mechanical procedure manual, and especially to the article appearing on page 31 of the November 1936 issue of Hudson-Terraplane Service, dealing with reversing the generator field.

E. J. Blum
Technical Service
Manager

**GENERAL TECHNICAL POLICIES
AND INFORMATION
1937 BULLETIN SERIES**

4

Number
1-11-37

Date

Effective October 1st

SUBJECT

TO ALL MASTER DEALERS:

Subject: Service Keeping Apace With The Campaign "On
The New Way To Drive"

(1)
Will Get Crowds
Into
Shows

We here in the Service Department have just finished going over the details on the tremendous effort the Field Organization will make during the next 90 days to get people into the showrooms through interesting them in the Automatic Clutch Control - one of Hudson's exclusive and outstanding features.

(2)
Demon-
strators
Must Be Operat-
ing Perfectly

It particularly behooves all of you and us in the service end of the business to back up this campaign to the limit. With the interest which advertising and contact is going to create, you are going to be called upon for a very large number of demonstrations. It's the job of the service men to see that Demonstrators are in splendid condition as regards over-all operation, as well as the Automatic Clutch and Electric Hand.

(3)
Test The Demon-
strators Fre-
quently

Service men should not just take somebody's word that these demonstrating cars are functioning properly. You see for yourselves, and frequently, that these cars are in good shape by actual test.

(4)
Now Cars And
Cars, In Owners
Hands

See that the Automatic Clutches in new cars are functioning right up-to-the-minute before being delivered. Pay particular attention to the Automatic Clutch in the 600 and 1500 mile inspections.

(5)
Latest Service
Information

In order to assist you with these plans, we are giving you in this bulletin, the latest information on checking and adjusting the Automatic Clutch, which you will find helpful during and after the period of this campaign.

(6)
Instruct Owners
Properly
Adjust Idle

If retail salesmen are delivering the new cars to owners, be sure to see that these owners are given complete and thorough information as to the operation of the Automatic Clutch and the Electric Hand-"The New Way to Drive". Remember, with all of the advertising which will be going on and the tremendous number of contacts which will be made, that these new owners will become very important factors in interesting their friends in our products through this outstanding feature.

Preliminary Checks For New Cars And

Demonstrators

(a) Adjust throttle stop screw so that engine will idle at a speed of nine miles per hour.

OVER

Check Dash Pot (b) Check operation of carburetor dash pot or throttle retard arrangement to make sure that it is operating properly and that the piston leather is in good condition.

Check Governor Switch (c) Check cut-in point of governor switch, which should be approximately eighteen miles per hour. If the speed at which this unit starts to function varies considerably from this it will be necessary to replace the assembly, as adjustments cannot be made in the field.

(1) Disconnect Carburetor Automatic Clutch Adjustments

Remove clevis pin, disconnecting throttle pull rod at carburetor.

(2) Valve Plunger Operation Adjust accelerator valve plunger pull rod so that the accelerator pedal ball crank is held 1" away from the underside of the toe board. Push valve plunger back and forth a few times to make certain it is closing against its stop, operates freely and is under tension at off position to insure full opening for smooth clutch release.

(3) Lubricate Power Unit Lubricate power unit piston leather by removing bleed line union nut at rear plate of power unit and inject 1½ ounces of Hudson Shock Absorber Fluid.

(4) Piston Rod Adjustment Adjust power unit piston rod clevis so that the center of the clevis pin hole is exactly 1-7/8" from the end of the piston rod proper. If the clutch engagement should be too slow with this adjustment, the adjusting clevis can be backed out up to two turns to correct this.

(5) Clevis Clearance Inspect clearance between end of play link clevis and clevis pin. This should be 1/8" If the piston rod clevis is adjusted to 1-7/8" and slightly more if backed out further, when the piston rod is pulled to its extreme rearward position.

(6) Cushion Point Check Check cushion point with engine running by puling backward on carburetor throttle pull rod and noting point when power unit piston rod begins to move. At this point the hole in the pull rod clevis should line up with the rear end of the slot in the throttle lever so that the clevis pin can just be pushed in. Adjust clevis, if necessary, and replace clevis and cotter pins. When doing this, the engine must be warm and carburetor out of high idle position.

Recent Automatic Clutch Control Changes -----

In the event smooth and properly timed clutch engagement is not secured after the foregoing adjustment procedure has been carried out, the unit should be removed from the engine and the following changes made

(1) Increase Port Size In Control Valve Body Disconnect and remove clutch control valve unit from top of power unit and disassemble. Insert point of small square file through 1/4" pipe opening on right side of valve body and carefully enlarge 5/32" square hole leading into accelerator valve plunger bore, by filing out 1/16" of metal in a horizontal direction, toward the front end. It is very important that no metal be removed from the top, bottom or rear sides of the hole, and that all burrs or rough edges be removed to permit free operation of the valve plunger.

GENERAL TECHNICAL POLICIES AND INFORMATION

1937 BULLETIN SERIES

Effective October 1st

4

Number
1-11-37

Date

SUBJECT

- 3 -

(2)
Grind
Notch In
Plunger

The tapered, transverse notch machined in the accelerator valve plunger approximately midway of its length or near the point where the flat section starts, should be widened 1/8" by grinding off 1/16" from each of the tapered sides. This increases the opening for air release at full throttle operation.

(3)
Pendulum
Housing
Stop Screw

On the front face of the cushion control or pendulum housing will be found a small boss about 3/8" in diameter and projecting 3/16", located 1/2" from the bottom edge. This boss is to be drilled through the center and tapped with a 10 - 32 thread. A 10-32 round head machine screw 1/4" long with a lock nut under the head is screwed into this hole and forms a stop to insure a definite position for the pendulum when it is at rest. This screw should be adjusted so the radial groove in the pendulum plunger registers exactly with the port when the plunger spring is holding plunger in its forward position. (This screw and nut are standard parts and can be secured locally if not in your stock.)

(4)
Increasing
Spring
Tension

Tension of the spring acting against the pendulum plunger or cushion control should be increased by lengthening the spring from 1-9/32" to 1-5/8". This can easily be done by stretching the old spring to the required length.

(5)
Cushion
Control
Adjustment

The slotted cushion control adjusting screw located at the rear of the pendulum housing should be readjusted to bring the edge flush with the lock nut. If softer clutch engagement at full throttle operation is desired, this screw should be backed out from one to three turns from this position.

(6)
Necessity
For Proper
Clutch And
Trans-
mission
Operation

Should difficulty still be experienced after making those adjustments and changes, the condition of the clutch and transmission assemblies should be looked into and corrections made where necessary. A clutch driving plate on which the corks have become glazed, excessively worn or loosened through continued slippage caused by riding the pedal or an incorrect earlier adjustment, will not permit proper automatic clutch operation.

Similarly, a transmission assembly in which binding exists due to loss of end play in the counter-shaft or for other reasons prevents free rotation of the shafts and gears and makes for noisy operation and difficult gear shifting, especially when using the selective automatic shift.

E. J. Blum

Technical Service Manager

GENERAL TECHNICAL POLICIES AND INFORMATION

1937 BULLETIN SERIES

Effective October 1st

5

Number

1-13-37

Date

SUBJECT

TO ALL MASTER DEALERS:

Subject: ELECTRIC HAND SERVICE

TEST KIT
ADAPTER
FOR 1937
MODELS

Since the 1937 Selector and Lower Harness has 9 wires instead of 8, and the order of the wires at the jack is changed, it is necessary to have an adapter (Tool Number J-813-37) in order to connect the Master Selector of the Electric Hand Test Kit J-813 to the lower harness of the 1937 models. This adapter is available through Hinckley-Myers Company of Jackson, Michigan. The price is \$1.75 net.

CAUTION:-

Since 8 of the connectors of the harness jack in the 1937 harness are in identical positions with those of the 1935 and 1936 models and the other is located in the center, it is possible to connect the jack of the master selector (male half) into the 1937 lower harness jack (female half), however, the connections are not in proper order, that is, the red wire in the upper harness will not be connected to the red wire in the lower harness etc., so that the electric hand will not function.

NINTH WIRE
DISREGARD-
ED IN
TESTING
ELECTRIC
HAND

When the adapter is used with the J-813 test kit, the ninth circuit in the harness is disregarded. This ninth circuit is in all 1937 selectors and lower harnesses but is not necessary for the functioning of the Electric Hand; it is simply a ground circuit for the automatic clutch control.

NEW TEST
KITS

Electric Hand Test Kits are now being supplied under Tool Number J-813-B. The master selector is of the nine wire type as used in 1937 models. An adapter is included in the kit to be used when testing the 8 wire type harness used in 1935-6.

This new kit is also available through Hinckley-Myers at a net price of \$7.50.

IF YOU PURCHASED AN ELECTRIC HAND TEST KIT IN 1935 OR 1936, YOU MUST NOW HAVE A J-81337 ADAPTER FOR 1937 MODELS - ORDER IT TODAY!

E. J. Blum

Technical Service Manager.

GENERAL TECHNICAL POLICIES AND INFORMATION

1937 BULLETIN SERIES

6

Number
1/13/37

Date

Effective October 1st

SUBJECT

TO ALL MASTER DEALERS:

COMPLETE
LICENS-
ING DATA

This will supplement the information on car weights and other licensing data pertaining to the 1937 Hudson and Terraplane models given in General Technical Policies Bulletin Number 1. In addition to the earlier specifications, we are listing here these details as they apply to the convertible, victoria and business coupe, as well as the convertible brougham models.

	<u>Serial Nos.</u>	<u>No. of Cyl.</u>	<u>Bore</u>	<u>Stroke</u>	<u>A.M.A. H.P. Rating</u>	<u>Seatg. Cap.</u>	<u>Wheel Base</u>	<u>Weight Lbs.</u>
<u>Terraplane 6 - DeLuxe</u>								
Brougham	71,101	6	3"	5"	21.6	5	117"	2830
Touring Brougham		6	3"	5"	21.6	5	117"	2830
Sedan		6	3"	5"	21.6	5	117"	2865
Touring Sedan		6	3"	5"	21.6	5	117"	2865
3 Pass. Coupe		6	3"	5"	21.6	3	117"	2715
Victoria Coupe	&	6	3"	5"	21.6	3	117"	2765
Convertible Coupe		6	3"	5"	21.6	2	117"	2765
Convertible Brougham	Up	6	3"	5"	21.6	4	117"	2870
Business Coupe		6	3"	5"	21.6	2	117"	2670
<u>Terraplane 6 - Super</u>								
Brougham	72,101	6	3"	5"	21.6	5	117"	2875
Touring Brougham		6	3"	5"	21.6	5	117"	2875
Sedan		6	3"	5"	21.6	5	117"	2905
Touring Sedan		6	3"	5"	21.6	5	117"	2905
3 Pass. Coupe		6	3"	5"	21.6	3	117"	2755
Victoria Coupe	&	6	3"	5"	21.6	3	117"	2795
Convertible Coupe		6	3"	5"	21.6	2	117"	2825
Convertible Brougham	Up	6	3"	5"	21.6	4	117"	2915
<u>Hudson 6 - Custom</u>								
Brougham	73,101	6	3"	5"	21.6	5	122"	2925
Touring Brougham		6	3"	5"	21.6	5	122"	2925
Sedan		6	3"	5"	21.6	5	122"	2990
Touring Sedan		6	3"	5"	21.6	5	122"	2990
3 Pass. Coupe		6	3"	5"	21.6	3	122"	2805
Victoria Coupe	&	6	3"	5"	21.6	3	122"	2865
Convertible Coupe		6	3"	5"	21.6	2	122"	2870
Convertible Brougham		6	3"	5"	21.6	4	122"	2945
Business Coupe	Up	6	3"	5"	21.6	2	22"	2760

(OVER)

	<u>Serial Nos.</u>	<u>No. of Cyl.</u>	<u>Bore</u>	<u>Stroke</u>	<u>A.M.A. H.P. Rating</u>	<u>Seatg. Cap.</u>	<u>Wheel Base</u>	<u>Weight Lbs.</u>
<u>Hudson 8 - DeLuxe</u>								
Brougham	74,101	8	3"	4½"	28.8	5	122"	3105
Touring Brougham		8	3"	4½"	28.8	5	122"	3105
Sedan		8	3"	4½"	28.8	5	122"	3135
Touring Sedan		8	3"	4½"	28.8	5	122"	3135
3-Pass. Coupe	&	8	3"	4½"	28.8	3	122"	3010
Victoria Coupe		8	3"	4½"	28.8	3	122"	3055
Convertible Coupe		8	3"	4½"	28.8	2	122"	3020
Convertible Brougham	Up	8	3"	4½"	28.8	4	122"	3126

Hudson 8 - Custom

Brougham	76,101	8	3"	4½"	28.8	5	122"	6135
Touring Brougham		8	3"	4½"	28.8	5	122"	3135
Sedan		8	3"	4½"	28.8	5	122"	3195
Touring Sedan		8	3"	4½"	28.8	5	122"	3195
3-Pass. Coupe	&	8	3"	4½"	28.8	3	122"	3055
Victoria Coupe		8	3"	4½"	28.8	3	122"	3085
Convertible Coupe		8	3"	4½"	28.8	2	122"	3070
Convertible Brougham	Up	8	3"	4½"	28.8	4	122"	3160

Hudson 8 - DeLuxe

Sedan	76,101	8	3"	4½"	28.8	5	122"	3,205
Touring Sedan	& Up	8	3"	4½"	28.8	5	122"	3,205

Hudson 8 - Custom

Sedan	77,101	8	3"	4½"	28.8	5	122"	3,260
Touring Sedan	& Up	8	3"	4½"	28.8	5	122"	3,260

This completes the data for this year's cars and in the event additional specifications are required by the introduction of new models, another bulletin will be issued.

E. J. Blum

Technical Supervisor Manager

(THIS BULLETIN IN REVISED FORM IS BEING MAILED DIRECTLY TO MASTER DEALERS AS BULLETIN NO. 8, AND TO ASSOCIATE DEALERS AS BULLETIN NO. 3

GENERAL TECHNICAL POLICIES AND INFORMATION

1937 BULLETIN SERIES

Effective October 1st

7

Number

4/29/37

Date

SUBJECT

TO ALL MASTER DEALERS:

NEW
WALL
CHARTS

To further assist the field in servicing the Electric Hand and Automatic Clutch units, the designs and adaptations of which are exclusive to Hudson and Terraplane cars, we have prepared and are now distributing two new wall charts.

These new charts are of the same size (25 x 38 inches) and follow the same general lines as the lubrication and engine tune-up charts you are now using, and were gotten up primarily to aid the mechanic to better understand the functioning of these two important units as well as to acquaint them with the factory recommended procedures involved in servicing them. As in the case of the tune-up chart, the checks and operations to be followed in diagnosing and correcting Electric Hand and Automatic Clutch difficulties are covered in logical order based on extensive study and experimentation and each stop is clearly illustrated. By following the instructions given on these charts, your mechanics will be able to locate and rectify Electric Hand and Automatic Clutch difficulties in the shortest time and with the least effort.

Because of their importance, it is hardly necessary to mention that they should be hung up and prominently displayed as soon as they are received, and many distributors and dealers will, undoubtedly, wish to provide them with suitable frames, as they have done in the case of the lubrication and tune-up charts.

A copy of the two new charts, protected by a heavy mailing tube, is being forwarded directly to each Distributor and Master Dealer.

E. J. Blum

Technical Service Manager

GENERAL TECHNICAL POLICIES AND INFORMATION

1937 BULLETIN SERIES

Effective October 1st

Number
6/4/37

Date

SUBJECT

TO ALL MASTER DEALERS:

MECHANICAL
PROCEDURE
MANUAL
INSERTS

Printing of the supplementary pages for the Mechanical Procedure Manual has been completed and mailing is now being made. These pages cover changes in operation procedure and corrections, as well as new information pertaining to the servicing of Hudson and Terraplane cars which has been acquired since the introduction of the manual some months ago. A completely revised section dealing with the Automatic Clutch and new and complete information covering Hill Hold installation and servicing is included.

These new pages which comprise the first additional group to be issued, are put up in banded sets marked by group and page numbers and each page is imprinted with the date of issue at the bottom for easy identification.

When new pages supersede ones previously issued, they are numbered to correspond with the old ones which should be destroyed after replacement has been made.

Letters after the page numbers are used to designate new additional pages which should be placed in the manual in alphabetical order, after the numbered page.

One set of the Procedure Manual Supplementary pages is being sent to each distributor and dealer of record and we urge that these pages be carefully read and inserted in their proper places in the manual, immediately upon receiving them.

E. T. Blum

Technical Service Manager