

HUDSON MOTOR CAR COMPANY

General Technical Policies & Information Bulletins

1939

Nr. 1 - Car Weights & Licensing Data

Nr. 10 - New Design Door Latches

General Technical Policies AND Information 1939 Bulletin Series

1

Number

11-29-38

Date

SUBJECT

TO ALL MASTER DEALERS:

**CAR WEIGHTS
AND LICENSING
DATA 1939
MODELS**

Weights of all of the 1939 cars being produced at this time with the exception of the "119" wheelbase Touring Sedan, are now available and these, together with other essential data necessary for licensing, are given below.

This information applies to both Passenger Car and Business models which will be found listed together in their respective groups.

<u>Hudson 112 Series</u>	<u>Serial No.</u>	<u>No. of Cyl.</u>	<u>Bore</u>	<u>Stroke</u>	<u>A. M. A. H. P. Rating</u>	<u>Wheel Base</u>	<u>Weight Lbs.</u>
Tour. Brougham	90101	6	3	4-1/8"	21.6	112"	2682
Tour. Sedan		6	3	4-1/8"	21.6	112"	2712
3-Pass. Coupe		6	3	4-1/8"	21.6	112"	2587
Victoria Coupe		6	3	4-1/8"	21.6	112"	2622
Conv. Coupe	&	6	3	4-1/8"	21.6	112"	2627
Conv. Brougham		6	3	4-1/8"	21.6	112"	2732
Utility Coach		6	3	4-1/8"	21.6	112"	2634
Utility Coupe		6	3	4-1/8"	21.6	112"	2714
Cab Pick-up		6	3	4-1/8"	21.6	11.2"	2770
Panel Delivery		6	3	4-1/8"	21.6	112"	2922
Station Wagon	Up	6	3	4-1/8"	21.6	112"	2880
<u>Hudson Six Series</u>							
Tour. Brougham	92101	6	3"	5"	21.6	118"	2847
Tour. Sedan		6	3"	5"	21.6	118"	2897
5-Pass. Coupe		6	3"	5"	21.6	118"	2757
Victoria Coupe	&	6	3"	5"	21.6	118"	2787
Conv. Coupe		6	3"	5"	21.6	118"	2782
Conv. Brougham	Up	6	3"	5"	21.6	118"	2892
<u>Hudson Country Club Six Series</u>							
Tour. Brougham	93101	6	3"	5"	21.6	122"	2968
Tour. Sedan		6	3"	5"	21.6	122"	3023
3-Pass. Coupe	&	6	3"	5"	21.6	122"	2648
Victoria Coupe		6	3"	5"	21.6	122"	2893
Conv. Coupe		6	3"	5"	21.6	122"	2898
Conv. Brougham	Up	6	3"	5"	21.6	122"	2983

(OVER)

GENERAL TECHNICAL POLICIES AND INFORMATION BULLETIN

10

Number

11/15/39

Date

SUBJECT

TO ALL MASTER DEALERS:

**NEW
DESIGN
DOOR
LATCHES**

The cushion action door latch used on the 1940 Hudson car represents a new development in door lock design and is radically different in operation from the type heretofore employed in our cars. The features incorporated in the construction of this new latch permit of easy, quiet closing of the door with one finger and when the door and latch ARE PROPERLY ADJUSTED the door will remain securely closed.

**METHOD
OF OPER-
ATION**

In the new lock the bolt remains stationary or in the extended position when the door is slammed shut instead of being moved into the lock by the action of its beveled edge against the striker plate as formerly. This is accomplished by the use of two pawls or latches which are pivoted in the upper and lower parts of the door striker assembly as shown in "A" and "B" in the sketch and hold outward by spring pressure. The lower pawl which is located closer to the outside of the car acts as a safety catch similar to the first position on the old type striker plate. The upper pawl is located toward the inside of the car and its wedging action against the bevel on bolt serves to keep the door tightly closed. In the illustration, the bolt is shown in three positions, at "C" with the door open, at "D" with the door partly closed and bolt in the safety position and at "E" with the door entirely closed and bolt locked by the wedging action of the upper pawl.

**STRIKER
ALSO
ACTS AS
DOVETAIL**

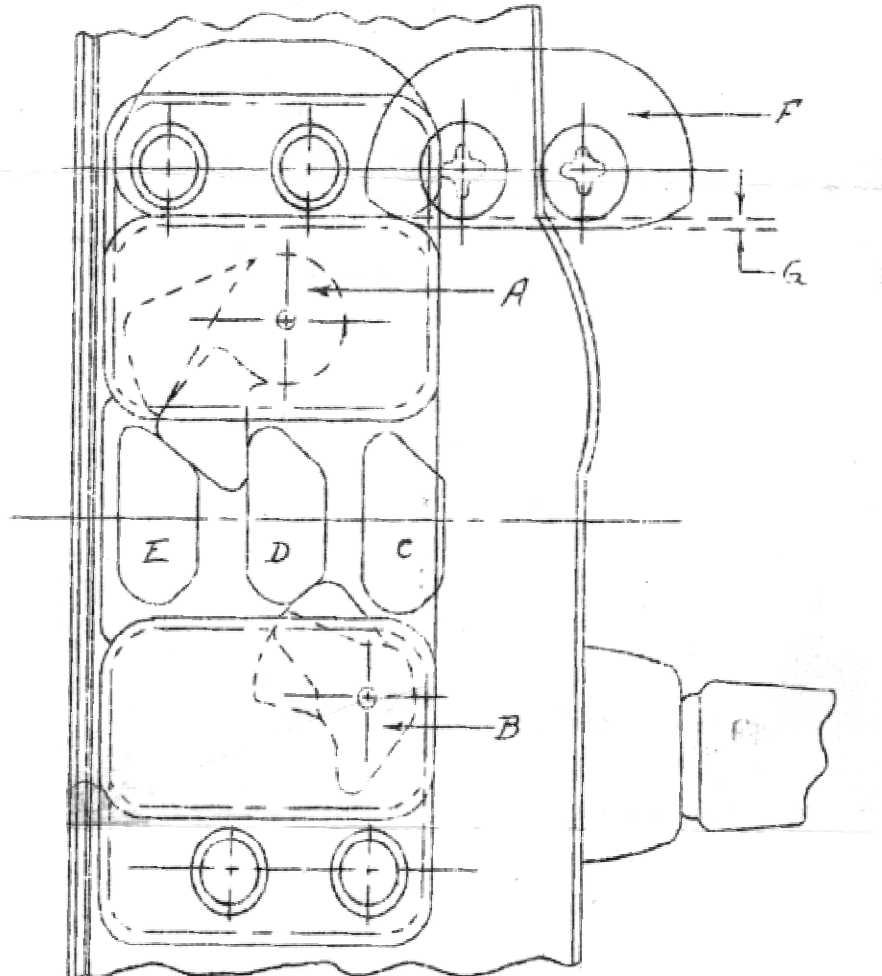
The complete striker assembly as a unit is attached to the pillar post by means of 4 screws which enter into tapping plates, permitting of a considerable range of adjustment both up and down and sideways. In addition to housing the pawls or latches which control the closing of the door, the striker assembly also acts as one member of the dovetail since it carries the weight of the door through the dovetail "F" which is securely fastened to the door and is not adjustable. When properly adjusted the upper face of the striker will be approximately 1/32" above the bottom face of the dovetail with the door just open, which means that the door will be raised by that amount when closed. This is shown at "G". The wedging action of the upper pawl against the bevel on the bolt provides an automatic take up and effectually prevents up and down movement of the door and hammering of the dovetail on the striker.

**ADJUST-
MENT
INSTRUC-
TIONS**

1. Set door rubber bumpers all the way in.
2. Adjust the striker assembly on the pillar in as far as it will go and still permit the door to close and latch very easily.
3. When making above adjustment, be sure that the striker assembly is set at such a height that the dovetail on the door will interfere by about 1/32". This will result in the door being lifted this amount as it is closed.

Also make sure that the striker assembly is not cocked but is square with the inside edge of the pillar.

4. After making above adjustment see if the rubber door bumpers touch the edge or the door flange. if not, set them out until they both touch the flange and exert a slight pressure or, the door when closed. The door should still close and latch very easily.



When investigating reasons for doors coming open, we have found two conditions that might contribute to this difficulty. The first - sticky action of the pawls in the striker assembly. The correction for this is to install a new striker assembly.

The second condition is covered by the above instructions and is caused by doors which are adjusted so that they have to be slammed hard in order to be latched. As a result it is not possible for the upper pawl to drop into place against the lock bolt. In some cases this pawl will just catch on the edge of the bolt and may later slip off.

E. J. Blum

Technical Service Manager.

(THIS BULLETIN AS WRITTEN IS BEING MAILED DIRECTLY TO DEALERS AS BULLETIN NO. 10 AND TO SERVICE STATION AGREEMENT HOLDERS AS BULLETIN NO. 32)

<u>Hudson 112 Series</u>	<u>Serial No.</u>	<u>No. of Cyl.</u>	<u>Bore</u>	<u>Stroke</u>	<u>A. M. A. H. P. Rating</u>	<u>Wheel Base</u>	<u>Weight Lbs.</u>
Touring Brouham	95101	8	3"	4-1/2"	28.3	122"	3138
Touring Sedan		8	3"	4-1/2"	28.8	122"	3193
3-Pass. Coupe		8	3"	4-1/2"	28.8	122"	3003
Victoria Coupe	&	8	3"	4-1/2"	23.8	122"	3053
Conv. Coupe		8	3"	4-1/2"	28.8	122"	3033
Conv. Brouham	Up	8	3"	4-1/2"	28.8	122"	3123
<u>Hudson Country Club Custom 8 Series</u>							
Touring Sedan	97101 & Up	8	3"	4-1/2"	28.8	129"	3268
<u>Hudson Big Boy Series</u>							
Tour. Sedan	981.01	6	3"	4-1/8"	21.6	119"	
Cab Pick-up	&	6	3"	5 "	21.6	119"	2940
Panel Delivery	Up	6	3"	5"	21.6	119"	3072

The weights given above do not include front or rear bumpers or spare tire and tube, therefore, when computing the complete weight of the vehicle, add to the above figures 68 pounds to cover these items on the 90, 92 and 98 series and 17 pounds for the 93, 95 and 97 series.

When the curb weight is desired add 109 pounds additional to cover gasoline, water and oil for the 90 series cars excepting the Cab Pick-up, Panel Delivery and Station Wagon models. For these Business Cars and for all 92, 93 and 98 models the extra weight amounts to 132 pounds and in the case of the 95 and 97 models, 150 pounds.

The system of numbering 1939 Hudson models is the same as used previously; namely, the first digit of the car serial number is the digit "9" indicating 1939 production. The second digit of each serial number will be "0" to "8" inclusive, which will designate the various series in the same order as listed above. The first two digits will not be separated by a dash in listing the car serial number but will be part of the complete number.

The car serial number is stamped on a plate attached to the right front door hinge pillar post. The engine number which is the same as the car number, is stamped on the top of the cylinder block between Nos. 1 and 2 exhaust manifold flanges.

E. J. Blum

Technical Service Manager