

HUDSON BORGWARNER DG-200 Transmission Dipstick comparison

In 1953 the transmission provider to Hudson was unable to continue supplying Hydramatic transmission due to a factory fire. This occurred at a time when Hudson was in the midst of manufacturing the 1954 Models. With a dwindling supply of in-stock transmissions, Hudson developed the engineering to change the transmission to the Detroit General or Borg Warner automatic transmission. The DG-200 was a variant of the transmission found in other makes including Jaguar and Studebaker. The transmission was different than that used by Hudson in its Stock cars and was not favored by buyers and later HET owners. As the production of the Hudsons with the DG200 matured, field use problem calls were collected. One of those calls indicated that shifting and drivability issues were being experienced. factory engineering and field mechanics soon determined the Dipstick supplied with the early use units did not properly indicate the proper fluid fill level.

Hudson determined the marking on the dipstick was wrong for their application and issued a field bulletin to dealers and service centers. That information is captured in the picture shown at figure 1.

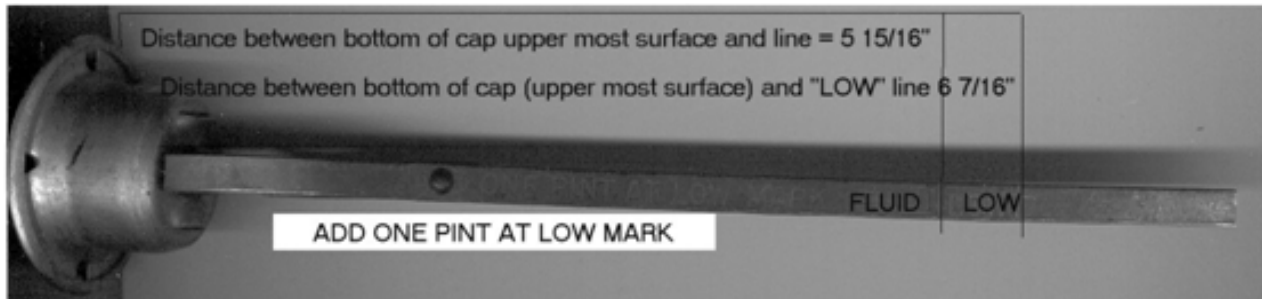


Figure 1

The difference between the correct and incorrect making is shown in figure 2.

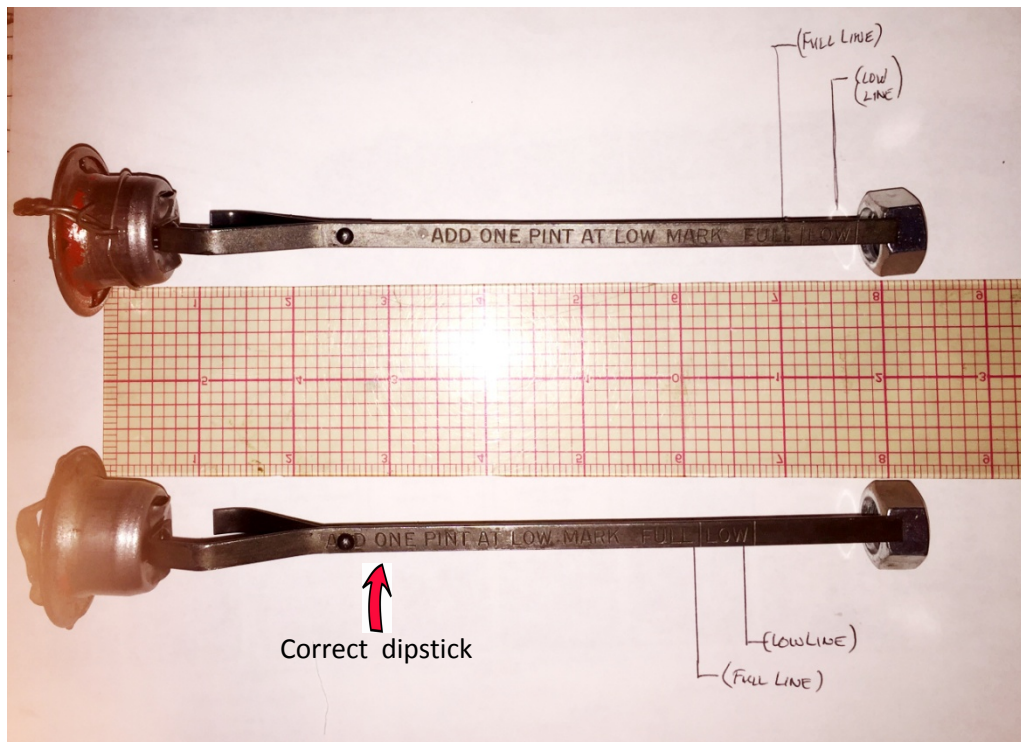


Figure2

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The dipsticks shown in figure 2 represent the difference in the fluid levels that the transmissions would have to meet the markings. When the incorrectly marked dipstick was removed from a 1954 Hudson Super Wasp equipped with the DG-200; it was replaced with the properly marked dipstick shown in the picture. The transmission fluid service at the time of the dipstick swap was correct for the original dipstick. Bringing the fluid service to the proper levels indicted by the properly marked dipstick required 1.25 quarts of additional fluid.