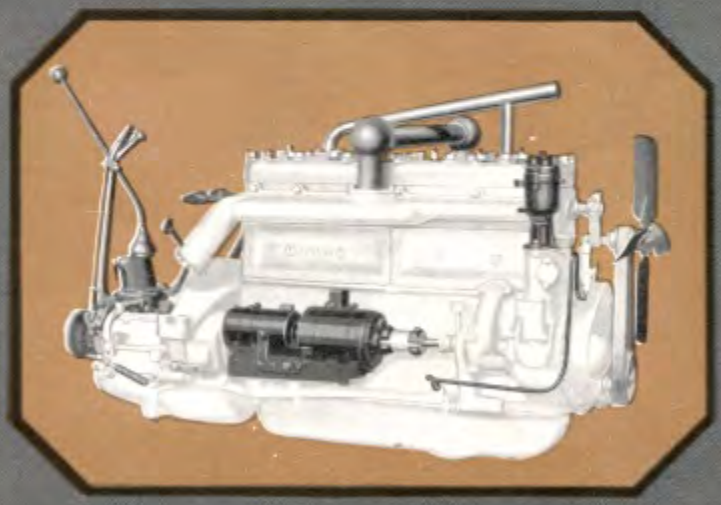


HUDSON
SUPER-SIX CHASSIS
CONSTRUCTION

HUDSON SUPER SIX

The Remarkable Performance *of all* Hudson Motor Cars *is* Due *to the* Detailed Care *in the* Design *and* Construction *of the* Super-Six Chassis

PRECISION AND CARE throughout every manufacturing operation in the production of the Hudson Super-Six contributes greatly to its long life and exceptional performance in the hands of owners.

The exactness demanded in every manufacturing operation, all of the painstaking details are for just one purpose—quality.

And your assurance of uniform quality is the fact that all of the important Super-Six chassis units are designed, machined and completed in the Hudson factory.

Machines of the finest and most modern type, operated by skilled workmen, together with exact ingenious checking dials and gauges, give that absolute accuracy needed in the fine fitting of one part with another.

And back of all this fine workmanship—preceding all this careful machining is the correctness of Hudson design.

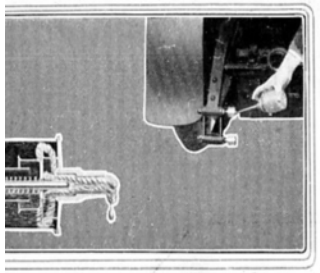
The Hudson Super-Six has for some years been referred to as "the car that never wears out."

This is due to more than the fact that all parts are made with an exceptionally large factor of safety and mounted on the large rigid Super-Six frame which is reinforced with six specially constructed cross-members. In addition, each part, each unit of the Super-Six chassis is designed to co-ordinate perfectly with every other unit—all working together as one practically perfect whole—the Hudson Super-Six.

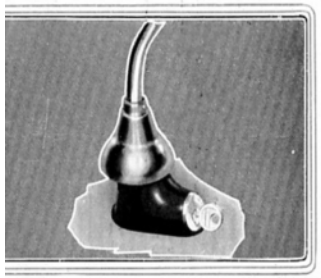
It is this co-ordination of all units which gives you, in the Super-Six, long car life, with the minimum of maintenance care.

And along with this perfection of design is the care with which the Hudson engineering department has incorporated into wearing parts a very simple, easily made adjustment which enables you to compensate for that wear which does occur through use.

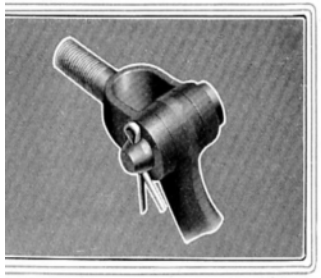
These three things—construction requiring only the simplest form of maintenance—easily made adjustments to compensate for wear if you should neglect even the simple maintenance required—and proper design so that all parts function in harmony with each other—these three things combine to give you that satisfaction which makes of each Hudson owner a real Super-Six enthusiast.



dson oilers for chassis lubrication are itive—the cleanest and simplest form of lubrication maintenance possible.

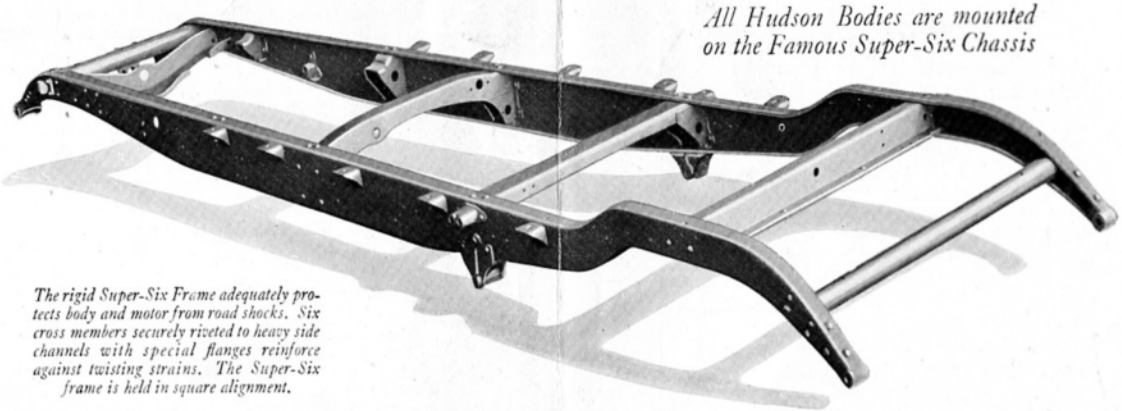


transmission lock, built in at Hudson fac-, approved by Underwriters, gives liberal discount on theft insurance premiums.

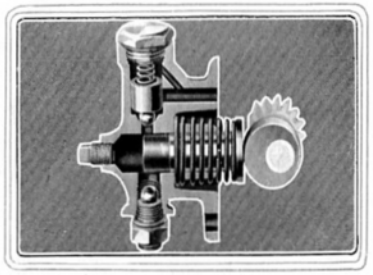


is connections on all Super-Six control —a very important feature that typifies high-grade construction.

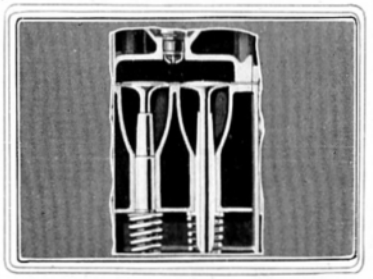
All Hudson Bodies are mounted on the Famous Super-Six Chassis



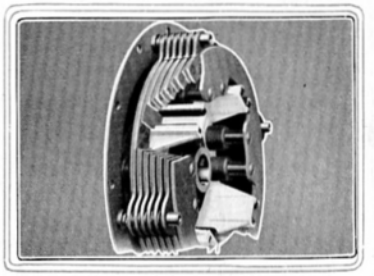
The rigid Super-Six Frame adequately protects body and motor from road shocks. Six cross members securely riveted to heavy side channels with special flanges reinforce against twisting strains. The Super-Six frame is held in square alignment.



An important Hudson feature is the simplicity and positiveness of the motor oiling system, particularly the pump.

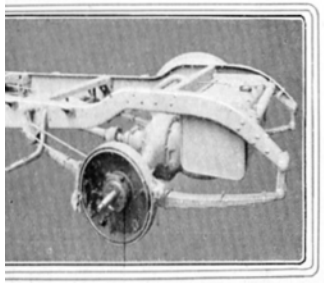


Hudson valve guides are removable—a feature that gives efficiency with economy. Unusual length assures alignment which prevents wear.

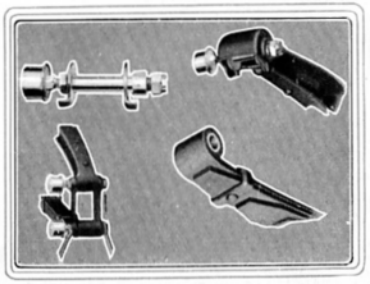


The Hudson clutch principle is cork surface against polished steel, running in oil, which gives smooth quiet operation and long life.

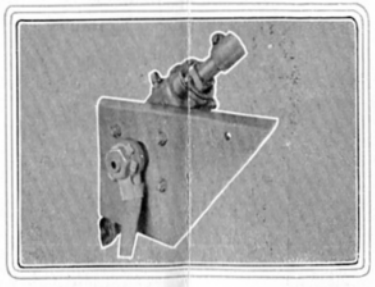
chassis rear end—a typical example of udson engineering and Super-Six strength.



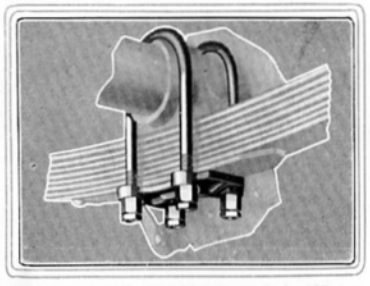
Hudson spring shackles have simple, practical adjustments and wearing surfaces that will last almost forever.



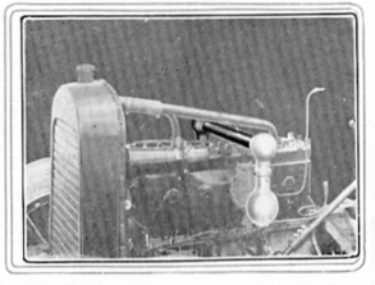
Positive locking devices on the Super-Six steering gear insure safety—a feature almost exclusively Hudson.



Tight spring clips assured. Chrome nickel clips—forged steel clamp plates—deep nuts positively locked in position.



Air is pre-heated before it enters the Hudson patented carburetor—an economy feature.



Hudson Super-Six Specifications

THE MOTOR has six cylinders, 3½x5, giving 288 cubic inches displacement. The tax rating is 29.4 horse-power. The actual horse-power is more than 70. An aluminum crankcase anchored to the frame at four points, carries the block-cast cylinders of semi-steel, to which is bolted a detachable head. The patented Super-Six crankshaft, 2¼ inches in diameter, is carried in 4 main bearings. Split aluminum pistons with 3 rings are carried on 11⅝-inch I-beam connecting rods. An adjustable silent chain drives the camshaft and accessories.

The motor is lubricated by a modified circulating splash system, in which the amount of oil is automatically proportioned to the throttle opening as well as to the motor speed.

The patented Hudson carburetor is perfectly automatic, only adjustment being a dash control for varying proportions of the mixture. A dash operated choke is provided for starting. Air is pre-heated.

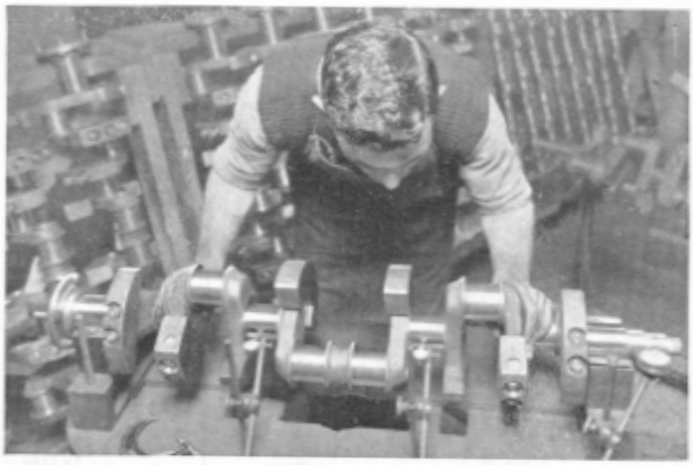
Battery ignition with automatic advance, a generator, a separate starting motor and a 100 ampere hour battery take care of electrical requirements.

THE CLUTCH is a multiple disc with cork-to-steel surfaces running in oil. The clutch throw-out is an automatically lubricated ball bearing.

THE PROPELLER SHAFT is tubular with Spicer joints at each end and a slip joint to care for variations in the position of the rear axle.

THE TRANSMISSION has three speeds and a reverse with a selective cane control provided with a neutral lock. Large size roller bearings are used throughout.

THE REAR AXLE has a pressed steel banjo housing with reinforcing tubes. Spiral bevel gears giving a reduction of 4 5/11 to 1 are carried in a removable housing. The brakes are 15½ inches in diameter by 2½ inches wide.



THE FRONT AXLE is the I-beam Elliot type with axle, wheel spindles, wheel bearings and steering connections of exceptionally large size.

THE RADIATOR is protected in cold weather by dash-operated shutters. A motometer is standard equipment. Air is circulated by an 18-inch fan and the cooling of water by a centrifugal pump.

THE STEERING GEAR is the worm and wheel type with adjustments for taking up wear. Special positive locks are provided at all important points to insure absolute safety.

THE FRAME is an extremely rigid structure. The side rails are 2¼x7x$\frac{3}{16}$ inches at the maximum section and are joined by two tubular and four box section cross members. A rigid frame means long life to a car as it absorbs the shocks of rough roads and protects the body and power plant.

THE SPRINGS are 2¼ inches wide, 39 inches long in front and 58 inches long in the rear. The rear springs take the drive. Shackle bolts work in reamed bronze bushings and are lubricated by wick feed oil cups. Side adjustment is provided at all wearing points by a patented arrangement.

THE WHEELS are very sturdy, having twelve spokes front and rear, and steel felloe bands. Split rims carry 34x4½ cord tires.

THE GASOLINE TANK holds 19 gallons and is carried at the rear, feeding the carburetor by means of a vacuum tank.

THE TIRES are carried on the running board in a dry, clean place.

THE WHEELBASE is 125½ inches.

THE TREAD is 56 inches.

THE TURNING RADIUS is 22¼ feet.

NOTE—The Hudson Motor Car Company reserves the right to make changes or improvements at any time without incurring any obligation to install same on cars previously sold.

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