Details of

ESSEX CONSTRUCTION
How Essex Quality Is Kept High

Modern Scientific Inspection Instruments Assure Great Accuracy

To imagine a quarter of an inch divided into 2,000 equal parts is the same thing as trying to imagine a hair from your head split into equal parts. The task is impossibly impossible with human senses; it is necessary to have sensitive and accurate inspection instruments of the latest design.

An Essex is built in the same plant as the famous Hudson Super Six, it has available the best modern devices to detect and correct the most minute inaccuracies. Hudson and Essex are inspected to the same high standards. In hundreds of parts, an error of one-thousandth of an inch must be rejected.

Essex has been designed so that these many inspections do not necessitate high costs. When engineers planned the car, they had in mind the most economical methods of production through the use of automatic machinery. These machines can work to a higher standard of accuracy than human hands. They can do work in and work out, not as a sort of laboratory experiment but as a part of the day's work.

Thus a combination of careful design, which takes advantage of the best modern automatic facilities, and a full equipment of scientific inspection instruments works out to give Essex owners a car of remarkable quality at a most unusually reasonable price. In many of its features Essex has as fine workmanship as any car whatsoever, regardless of price, because it is humanly impossible for anyone to do better work on these units than is done on the Essex.

Right—Pinion teeth are held to a uniform weight and their size.

Below—Cylinders must be true uniform size.
The new Essex six is built by Hudson under Hudson patents; combined in it are the principles of design and building which Hudson has learned in 15 years of successful manufacture.

Before this car was decided upon, a study was made of requirements which motorists of today are demanding, in the light of the every-day use of a motor car as an essential instrument of transportation. A car was then designed with these specific needs in mind.

**Brief Detailed Information on the New Essex**


- **Clutch** — Multiple disc clutch — cork inserts, running in oil.

- **Transmission** — Unit with engine. 3-speed and reverse, aluminum case. Hyatt bearings on main shaft. Neutral lock. Spicer universal joints and tubular propeller shaft.

- **Rear Axle** — Semi-floating, Timken bearings adjustable.

- **Wheels** — Cord Tire.

- **Steering** — Worm and full worm wheel — 17 inches, with wood wheel with aluminum spider.

- **Gasoline Tank** — Located at rear of car — 9 1/2 gallons.

- **Chassis Lubrication** — Hudson patented oilers.

- **Wheel Base** — 115 1/2 inches.

- **Bodies** — 5-Passenger Phaeton, 5-Passenger Coach.

**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 any cars previously sold.