

HUDSON SUPER-SIX
*Details of
Chassis Construction*

The Maintenance of Hudson Quality

THE Hudson Super-Six has succeeded in winning its high place among motor cars because its system of manufacture and inspection assures accurate and precise results in every unit.

In several hundred operations this precision is carried into fractions of one-thousandth of an inch. This means that the moving parts, such as pistons traveling over cylinder surfaces, generate only a minimum of friction. There is just room between the two surfaces for a film of oil. This results in very little lost power, and long wear and smooth running in the car.

One example of precision is the fitting of the piston pin into the piston. Accuracy is held to within one quarter of one-thousandth of an inch. This is a standard of fineness far beyond the perceptive power of human senses. It is equivalent to one-tenth the thickness of a hair's breadth.

Such accuracy is attainable only through exceptional manufacturing facilities and modern inspection instruments of the most delicate sensitiveness.

An exceptionally interesting operation is the balancing of the Hudson patented Super-Six

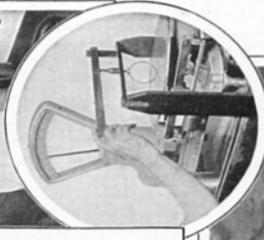
crankshaft. A testing device is used which indicates vibration in much the same style as a seismograph registers an earthquake. Even so small a tremor as that caused by a tapping of the fingers is plainly, even violently, shown. With this machine, every unbalance however slight is located. Then comes correction. When the correcting operations are finished, the shaft runs in its bearings with perfect smoothness. This is the foundation of the velvety operation of the Hudson Super-Six motor.

There is economy as well as quality in the Hudson system of inspection. It is obvious that perfectly-machined and finished parts will assemble together easily and quickly. There is very little tear-down, do-over or final-rejection expense. But the great economy is to Hudson owners. They reap the result in the wonderful operation and long life of their cars.

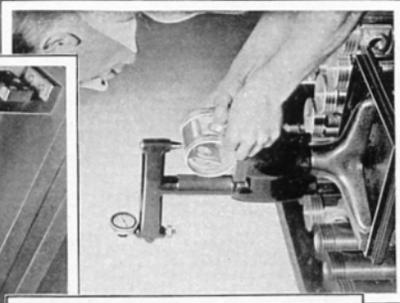
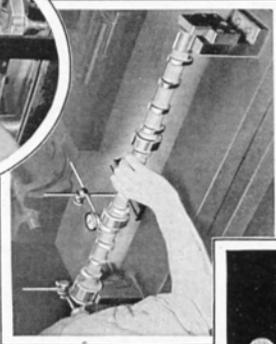
In the choice and selection of material, in the accuracy of its inspections, and in the determined will to produce a truly fine product, Hudson stands on an unsurpassed level. It is because all the parts are right that the product itself gives such uniformly high satisfaction.



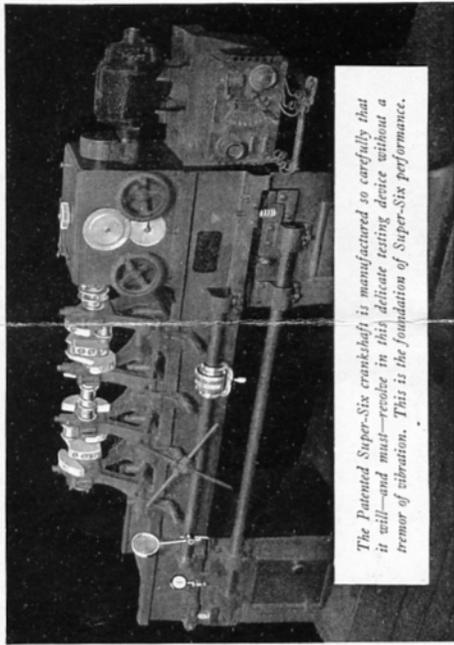
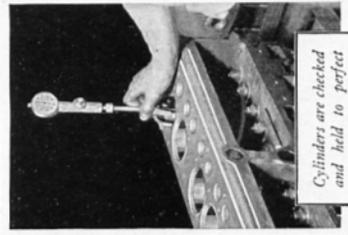
Piston Pins, piston rings, crankshaft and pistons all are submitted to inspections which scientifically assure their uniform hardness and precise accuracy, assuring long life and exceptionally smooth running.



Connecting rods and the pistons are held to a uniform weight on scales registering a small fraction of an ounce.



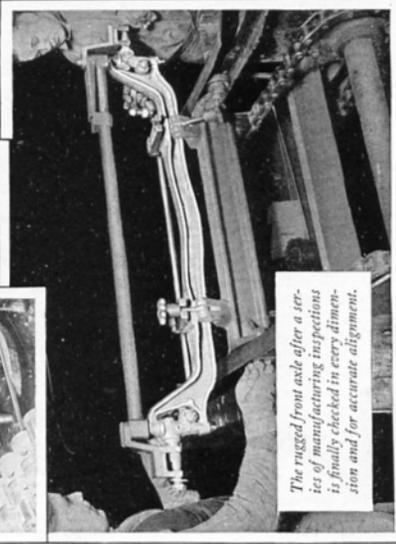
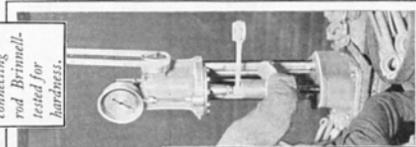
Cylinders are checked and held to perfect roundness and uniform size.



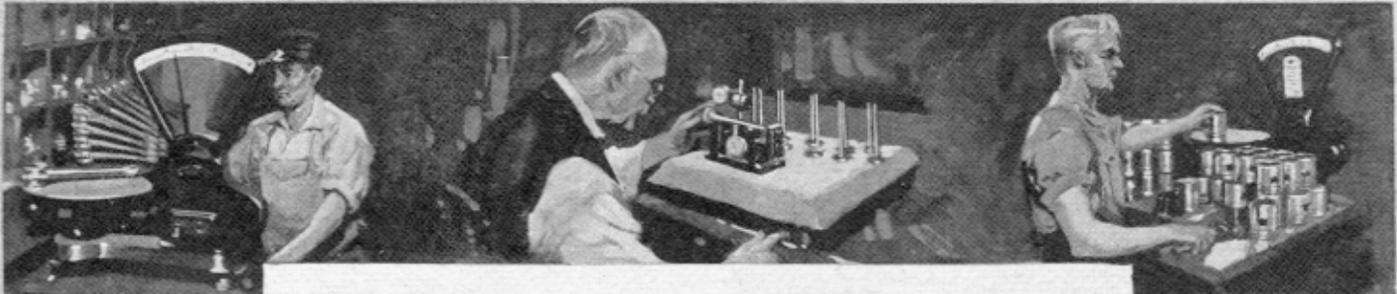
The Patented Super-Six crankshaft is manufactured so carefully that it will—and must—resolve in this delicate testing device without a tremor of vibration. This is the foundation of Super-Six performance.



Above—Hudson spring tests assure smooth riding. Below—Every connecting rod Brinnell-tested for hardness.



The rugged front axle after a series of manufacturing inspections is finally checked in every dimension and for accurate alignment.



The Hudson Super-Six

THE SATISFYING RESULTS which Hudson Super-Six owners obtain from its use are assured because an exacting system of manufacture and inspection has been applied to each unit, and because the various units have been designed and fabricated to a single, high-grade standard of value.

Hudson machines and finishes 90 per cent of all the individual items which go into its product. Thus the ideas of Hudson designers and engineers are transformed into reality by a manufacturing force which is part and parcel of the same organization, and with production facilities devised with the sole idea of maintaining Hudson standards.

It is because of these standards that motorists recognize without question Hudson quality. The present cars represent the highest standard of Hudson's fifteen years' experience.

Brief Mechanical Specifications

THE MOTOR is L-head, six-cylinders, $3\frac{1}{2} \times 5$. Tax rating is 29.4 horse-power. The patented Super-Six crankshaft is a vital factor in the smooth, quiet flow of power. The action of the ignition, carburetor, cooling and lubricating systems is carefully worked out in correct proportion to operating needs under all driving conditions.

THE CLUTCH is multiple disc, with cork-steel surfaces running in oil.

THE TRANSMISSION has three speeds and reverse, with selective control and a neutral lock.

THE PROPELLER SHAFT is tubular with large Spicer universal joints at each end.

THE REAR AXLE is built by Hudson. Exceptionally strong and accessible. Diameter of Brakes $15\frac{1}{2} \times 2\frac{1}{2}$ inches.

THE FRONT AXLE, also Hudson-built, is a large I-beam Elliott type.

RADIATOR SHUTTERS and Motor-meter

are standard equipment. The water-pump is centrifugal.

STEERING GEAR is worm-and-wheel with adjustments and safety locks.

THE FRAME has side rails $2\frac{1}{4} \times 7 \times \frac{3}{8}$ inches, and six rigid cross-members. The whole is an exceptionally firm structure.

FRONT SPRINGS are more than three feet long, and rear, nearly five feet. Adjustable shackle bolts work in reamed bronze bushings, lubricated by patented Hudson oilers.

THE WHEELS have twelve sturdy spokes and steel felloe bands. Genuine balloon tires.

GASOLINE TANK holds 19 gallons. Feed by vacuum tank.

WHEELBASE, 127 $\frac{3}{4}$ inches.

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.



Denis E. Wichar

a.m.e. 011-15-'56

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