Details of HUDSON SUPER-SIX CONSTRUCTION
The Maintenance of Hudson Quality

The satisfying results which Hudson Super-Six owners obtain from its use are assured because an exacting system of manufacture and inspection is applied to each unit, and because the various units are designed and fabricated to a single, high-grade standard of value.

In several hundred operations this precision is carried into minor 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.

It is because of this care and accuracy of manufacture that the Hudson Super-Six performs so remarkably, and continues this standard of performance for so many thousands of miles. The quality built into the car assures this exceptional service and long life.

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.

How Accurate Workmanship is Enforced in Manufacturing the Super-Six

Such accuracy — and it is simply typical of the workmanship throughout — 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 bearing with perfect smoothness. This is the foundation of the velvety operation of the Hudson Super-Six motor.

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.

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.
Simplicity is the keynote of Hudson Super-Six construction. The smoothness and quietness of operation, together with the car's reliability and long life, come primarily from the patented and exclusive Super-Six principle introduced more than ten years ago as the fundamental engineering idea in the first famous Hudson Super-Six.

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 finished cars by a manufacturing force which is part and parcel of the same organization, and with production facilities devised especially to maintain 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 more than fifteen years' experience in the manufacture of fine cars.

*Brief Mechanical Specifications*

**The Motor** is L-head, six cylinders, 3½ x 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 cross-torched 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 15½ x 2½ inches.

**The Front Axle**, also Hudson-built, is a large I-beam Elliott type.

**Steering Gear** is worm-and-wheel with adjustments and safety locks.

**Radiator Shutters** and Motorometer are standard equipment. The water pump is centrifugal.

**The Frame** has side rails 2½ x 7 x 1½ 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 stamped bronze bushings, lubricated by patented Hudson oilers.

**The Wheels** have twelve sturdy spokes and steel fender bands. Genuine balloon tires. Spare rim and carrier at rear of car.

**Gasoline Tank** holds 19 gallons. Feed by vacuum tank.

**Wheelbase, 127½ 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.