## Mechanical Specifications for Essex
### Super Six—1930 Model

#### ENGINE

<table>
<thead>
<tr>
<th>Make</th>
<th>Hudson</th>
<th>Piston displacement</th>
<th>160.38</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td>Essex Super Six</td>
<td>Suspension</td>
<td>4 Point</td>
</tr>
<tr>
<td>No. of cylinders</td>
<td>6</td>
<td>Type of head</td>
<td>L</td>
</tr>
<tr>
<td>Cylinder arrangement</td>
<td>Vertical</td>
<td>Cylinder head</td>
<td>Detachable</td>
</tr>
<tr>
<td>Bore</td>
<td>2¾”</td>
<td>Cylinders in block</td>
<td>6</td>
</tr>
<tr>
<td>Stroke</td>
<td>4½”</td>
<td>Crankcase</td>
<td></td>
</tr>
<tr>
<td>Rated H. P.</td>
<td>18.15</td>
<td>Material</td>
<td>Cast iron</td>
</tr>
<tr>
<td>Firing order</td>
<td>1-5-3-6-2-4</td>
<td>Lower half</td>
<td>Pressed steel</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type of drive</th>
<th>Chain</th>
<th>No. of links</th>
<th>57</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make</td>
<td>Morse</td>
<td>Pitch</td>
<td>½&quot;</td>
</tr>
<tr>
<td>Type</td>
<td>No. 28</td>
<td>Adjustment</td>
<td>Adjustable eccen.</td>
</tr>
<tr>
<td>Width</td>
<td>1¼”</td>
<td>Sprocket material</td>
<td>Cast iron</td>
</tr>
<tr>
<td>Camshaft sprocket</td>
<td>38 Teeth</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Number of bearings | 3 |
| No. 1 front—diam. | 2” |
| No. 1 length      | 1½₁₆” |

| No. 2 diameter   | 1³₁₆” |
| No. 2 length     | 1⁵₁₆” |
| No. 3 diameter   | 1½” |
| No. 3 length     | 1⁵⁻¹₆” |

#### VALVES

<table>
<thead>
<tr>
<th>Head material</th>
<th>Silicon steel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Head diameter (outside)</td>
<td>1⁷₁₈”</td>
</tr>
<tr>
<td>Head diameter (opening)</td>
<td>1¼”</td>
</tr>
<tr>
<td>Stem length</td>
<td>1¼”</td>
</tr>
<tr>
<td>Stem diameter</td>
<td>5¹₂₈”</td>
</tr>
<tr>
<td>Stem type of end</td>
<td>Grooved</td>
</tr>
<tr>
<td>Tappet—type</td>
<td>Roller</td>
</tr>
<tr>
<td>Tappet clearance</td>
<td>003”-.005”</td>
</tr>
<tr>
<td>Valve lift</td>
<td>³/₁₆”</td>
</tr>
<tr>
<td>Valve stem guides</td>
<td>Removable</td>
</tr>
<tr>
<td>Spring pressure</td>
<td>50 lbs.</td>
</tr>
</tbody>
</table>

Exhaust

<table>
<thead>
<tr>
<th>Silicon steel</th>
</tr>
</thead>
<tbody>
<tr>
<td>1³₁₈”</td>
</tr>
<tr>
<td>1¼”</td>
</tr>
<tr>
<td>5¹⁻¹₆”</td>
</tr>
<tr>
<td>¹⁻¹₆”</td>
</tr>
<tr>
<td>Grooved</td>
</tr>
<tr>
<td>Roller</td>
</tr>
<tr>
<td>005”-.007”</td>
</tr>
<tr>
<td>²¹⁻₆₄”</td>
</tr>
<tr>
<td>Removable</td>
</tr>
<tr>
<td>50 lbs.</td>
</tr>
</tbody>
</table>
## CRANKCASE AND CRANKSHAFT

<table>
<thead>
<tr>
<th>Component</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of main bearings</td>
<td>3</td>
</tr>
<tr>
<td>No. 1 (front)—diameter</td>
<td>2(\frac{11}{32})&quot;</td>
</tr>
<tr>
<td>No. 1 length</td>
<td>1(\frac{7}{8})&quot;</td>
</tr>
<tr>
<td>No. 2 diameter</td>
<td>2(\frac{7}{8})&quot;</td>
</tr>
<tr>
<td>No. 2 length</td>
<td>1(\frac{3}{4})&quot;</td>
</tr>
<tr>
<td>No. 3 diameter</td>
<td>2(\frac{3}{8})&quot;</td>
</tr>
<tr>
<td>No. 3 length</td>
<td>1-(\frac{3}{4})&quot;</td>
</tr>
<tr>
<td>Crank pin diameter</td>
<td>1-15/16&quot;</td>
</tr>
<tr>
<td>Main bearing material</td>
<td>Bronze &amp; babbitt.</td>
</tr>
<tr>
<td>Main bearing clearance</td>
<td>0.011 &quot;-.0015&quot;</td>
</tr>
<tr>
<td>Main bearing end play</td>
<td>.006&quot;-.012&quot;</td>
</tr>
<tr>
<td>End thrust on Sprocket</td>
<td>Steel</td>
</tr>
<tr>
<td>Center bearing</td>
<td>Steel</td>
</tr>
<tr>
<td>Material</td>
<td>Steel</td>
</tr>
</tbody>
</table>

## CONNECTING ROD

<table>
<thead>
<tr>
<th>Component</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Material</td>
<td>D. F. Steel</td>
</tr>
<tr>
<td>Weight</td>
<td>1.7 lbs.</td>
</tr>
<tr>
<td>Length C. to C</td>
<td>8(\frac{1}{16})&quot;</td>
</tr>
<tr>
<td>Lower end bearing Diameter</td>
<td>1(\frac{5}{16})&quot;</td>
</tr>
<tr>
<td>Lower end bearing clear.</td>
<td>.001&quot;</td>
</tr>
<tr>
<td>Length</td>
<td>1(\frac{7}{8})&quot;</td>
</tr>
<tr>
<td>Clearance (endwise)</td>
<td>.006&quot;-.010&quot;</td>
</tr>
<tr>
<td>Type</td>
<td>Spun</td>
</tr>
<tr>
<td>Material</td>
<td>Babbitt</td>
</tr>
</tbody>
</table>

## PISTON PIN

<table>
<thead>
<tr>
<th>Component</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Floating</td>
</tr>
<tr>
<td>Diameter</td>
<td>(\frac{3}{4})&quot;</td>
</tr>
<tr>
<td>Length</td>
<td>2(\frac{7}{8})&quot;</td>
</tr>
<tr>
<td>Bushing—outside diam.</td>
<td>15/16&quot;</td>
</tr>
<tr>
<td>Bushing—inside diam.</td>
<td>(\frac{3}{4})&quot;</td>
</tr>
<tr>
<td>Bushing—length</td>
<td>1(\frac{5}{16})&quot;</td>
</tr>
</tbody>
</table>

## COOLING SYSTEM

<table>
<thead>
<tr>
<th>Component</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Radiator shutter—make</td>
<td>Hudson</td>
</tr>
<tr>
<td>Shutter control—type</td>
<td>Manual</td>
</tr>
<tr>
<td>Capacity of cooling system</td>
<td>4-(\frac{3}{4}) gallons</td>
</tr>
<tr>
<td>Radiator hose, upper, diameter</td>
<td>2(\frac{1}{4})&quot;</td>
</tr>
<tr>
<td>Radiator hose, upper, length</td>
<td>7(\frac{1}{2})&quot;</td>
</tr>
<tr>
<td>Radiator hose, lower, diameter</td>
<td>2(\frac{1}{4})&quot;</td>
</tr>
<tr>
<td>Radiator hose, lower, length</td>
<td>14(\frac{1}{2})&quot;</td>
</tr>
<tr>
<td>Fan belt</td>
<td>Hudson</td>
</tr>
<tr>
<td>Fan—make</td>
<td>Plain</td>
</tr>
<tr>
<td>Fan bearing type</td>
<td></td>
</tr>
</tbody>
</table>
### FUEL SYSTEM

- Carburetor—make: Marvel
- Carburetor—size: 1¼"
- Method of heating mixture: Marvel Heat Control
- Make of vacuum tank: Stewart
- Gasoline tank capacity: 11½ gallons
- Fuel feed—type: Vacuum tank
- Air Cleaner: A. C.

### EXHAUST

- Muffler—make Hudson
- Exhaust pipe diameter—2"

### IGNITION SYSTEM

- Make: Auto-Lite Corporation
- Current source: Battery and generator
- Spark control type: Full automatic
- Firing order: 1-5-3-6-2-4
- Timing: D. C.
- Breaker point gap: .020
- Ignition coil—make: Auto-Lite Corporation
- Spark plug—make: A. C.
- Spark plug—type: No. 100
- Spark plug—size: Metric—18 m/m, 1.5 m/m thread
- Spark plug—gap: .022"

Note: Any other information must be obtained from the manufacturer.

### STARTER MOTOR

- Make: Auto-Lite Corporation
- Drive—type: Bendix
- No. of teeth on flywheel: 107
- Width of tooth face: 3/8"
- Pinion meshes from: Rear of flywheel

Note: Any other information must be obtained from the manufacturer.

### GENERATOR

- Make: Auto-Lite Corporation
- Normal charging rate—hot: 10 Amps.
- Normal charging rate—cold: 13.5 Amps.

Note: Any other information must be obtained from the manufacturer.

### BATTERY

<table>
<thead>
<tr>
<th>Make</th>
<th>Type</th>
<th>Terminal grounded</th>
<th>Negative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exide</td>
<td>3-X1-13-1-G</td>
<td>Length—overall</td>
<td>9&quot;</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Width—overall</td>
<td>7½/8&quot;</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>Height of box</td>
<td>7½/8&quot;</td>
</tr>
<tr>
<td></td>
<td>Under drivers seat</td>
<td>Height of terminals</td>
<td>9&quot;</td>
</tr>
</tbody>
</table>
LIGHTING SYSTEM

Head and tail lamps—make
Head lamp reflector—make
Head lamp—type
Side lamp—type
Head lamp lens—type
Head lamp lens—diameter
Head lamp dimmer method
Dash and tail lights connected
Ammeter—make
Dash light—make
Lighting switch control

John Brown Lamp Company
Bullet
Stabilite
Separate filament
Separately
Motometer Gauge & Equipment Co.
Motometer Gauge & Equipment Co.
On steering wheel

LAMP BULB SPECIFICATIONS

<table>
<thead>
<tr>
<th>Make</th>
<th>Mazda No.</th>
<th>C. P.</th>
<th>Base</th>
<th>Voltage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Head</td>
<td>Mazda</td>
<td>1110</td>
<td>21-21</td>
<td>D. C.</td>
</tr>
<tr>
<td>Side</td>
<td>Mazda</td>
<td>63</td>
<td>3</td>
<td>S. C.</td>
</tr>
<tr>
<td>Tail</td>
<td>Mazda</td>
<td>63</td>
<td>3</td>
<td>S. C.</td>
</tr>
<tr>
<td>Dash</td>
<td>Mazda</td>
<td>63</td>
<td>3</td>
<td>S. C.</td>
</tr>
<tr>
<td>Stop</td>
<td>Mazda</td>
<td>87</td>
<td>12</td>
<td>S. C.</td>
</tr>
<tr>
<td>Dome</td>
<td>Mazda</td>
<td>63</td>
<td>3</td>
<td>S. C.</td>
</tr>
</tbody>
</table>

HORN

E. A. Horn

Motor type

CHASSIS

Wheelbase

113”

Alemite

14'-6-3/16”

On right hand side member—at rear end of front spring.

TRANSMISSION

Make
Hudson

Location
Unit

Speeds
3 forward 1 rev.

Gear ratio—low
3.244 to 1

Gear ratio—sec.
1.961 to 1

Gear ratio—high
1 to 1

Gear ratio—rev.
4.170 to 1

Type of lubricant
Light trans. oil

Oil capacity (approx.)
1-¾ pound

Pilot brg. in crankshaft
N.D. No. 1202

Pocket bearing
Bronze bushing

Reverse idler
Bronze bushing

Main shaft—front

Main shaft—rear

CLUTCH

Make
Hudson

Type
Single disc in oil

Facing material
Cork inserts

No. of cork inserts
88

Throwout bearing
Annular & thrust

Throwout
¾"3/16"

Clearance at F/B
¾"

LUBRICATION—½ pint light motor oil
UNIVERSALS

<table>
<thead>
<tr>
<th>Make</th>
<th>Type</th>
<th>Make</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>Spicer</td>
<td>Type</td>
<td>Metal</td>
</tr>
</tbody>
</table>

TYPE OF DRIVE

Propulsion through rear springs.

REAR AXLE

<table>
<thead>
<tr>
<th>Make</th>
<th>Type</th>
<th>Wheel bearing</th>
<th>Gear ratio</th>
<th>Pin. brg.—front</th>
<th>Pin. brg.—rear</th>
<th>Pin. brg.—right</th>
<th>Pin. brg.—left</th>
<th>Differential brg.—right</th>
<th>Differential brg.—left</th>
<th>No. of teeth in pinion</th>
<th>No. of teeth in gear</th>
<th>Oil capacity (approx.)</th>
<th>Type of lubricant</th>
<th>Diff. oil</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hudson</td>
<td>Semi-floating</td>
<td>Timken 415TV and 412A</td>
<td>5 4/10 or 5 1/10</td>
<td>Timken 269V and 2620</td>
<td>Timken 3188 and 3120</td>
<td>Spiral bevel</td>
<td>Timken 366 and 3320</td>
<td>Timken 366 and 3320</td>
<td>10</td>
<td>54 or 51</td>
<td>4 pounds</td>
<td>Adjustable</td>
<td>Timken 3188 and 3120</td>
<td></td>
</tr>
</tbody>
</table>

FRONT AXLE

<table>
<thead>
<tr>
<th>Make</th>
<th>Type</th>
<th>Wheel bearing</th>
<th>Gear ratio</th>
<th>Pin. brg.—front</th>
<th>Pin. brg.—rear</th>
<th>Pin. brg.—right</th>
<th>Pin. brg.—left</th>
<th>Differential brg.—right</th>
<th>Differential brg.—left</th>
<th>No. of teeth in pinion</th>
<th>No. of teeth in gear</th>
<th>Oil capacity (approx.)</th>
<th>Type of lubricant</th>
<th>Diff. oil</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hudson</td>
<td>I beam</td>
<td>1º</td>
<td>Rev. Elliott</td>
<td>8”</td>
<td>Castor angle</td>
<td>1º</td>
<td>Spindle transverse</td>
<td>8”</td>
<td>Inclination</td>
<td>1º</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

STANDARD BRAKES

Type | Bendix 4-wheel brakes

SERVICE BRAKES

<table>
<thead>
<tr>
<th>Location</th>
<th>Make</th>
<th>Type</th>
<th>Total braking area</th>
<th>Drum dia.</th>
<th>Lining length per wheel</th>
<th>Width of lining</th>
<th>Thickness of lining</th>
<th>Clearance of lining</th>
<th>Method of application</th>
<th>Foot pedal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ft. and Rr. wheels</td>
<td>Bendix</td>
<td>Internal</td>
<td>47 sq. inches</td>
<td>11”</td>
<td>2 pieces, 24½”</td>
<td>1½”</td>
<td>5/32”</td>
<td>.010”</td>
<td>Foot pedal</td>
<td></td>
</tr>
</tbody>
</table>

HAND BRAKE

The hand lever operates the front and rear wheel brakes independently of the foot pedal, and should be used for parking, especially when the car is standing on an incline.

WHEELS

<table>
<thead>
<tr>
<th>Type</th>
<th>Make</th>
<th>Wood-steel felloe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make</td>
<td>Timken No. 2554 and 2520</td>
<td>Motor Wheel Corporation</td>
</tr>
<tr>
<td>Front wheel inner bearing</td>
<td>Timken No. 2382 and 2320</td>
<td>Timken No. 2554 and 2520</td>
</tr>
<tr>
<td>Front wheel outer bearing</td>
<td>Timken No. 2554 and 2520</td>
<td>Timken No. 2554 and 2520</td>
</tr>
</tbody>
</table>
### RIMS

<table>
<thead>
<tr>
<th>Type</th>
<th>Make</th>
<th>Diameter</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Split</td>
<td>Jaxon</td>
<td>19”</td>
<td>4”</td>
</tr>
</tbody>
</table>

### TIRES

<table>
<thead>
<tr>
<th>Size</th>
<th>Make</th>
<th>Number of plies</th>
<th>Recommended pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>29” x 5 balloon straight side</td>
<td>Goodyear</td>
<td>4</td>
<td>Front 40 lbs., rear 40 lbs.</td>
</tr>
</tbody>
</table>

### STEERING GEAR

<table>
<thead>
<tr>
<th>Make</th>
<th>Type</th>
<th>Ratio</th>
<th>Steering wheel turns</th>
<th>Turning radius</th>
<th>Lubricant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gemmer</td>
<td>Worm and sector</td>
<td>15 to 1</td>
<td>2½ (full swing left to right)</td>
<td>20 feet</td>
<td>Steam cylinder oil</td>
</tr>
</tbody>
</table>

### SPRINGS

#### Front spring

<table>
<thead>
<tr>
<th>Type</th>
<th>Length</th>
<th>Width</th>
<th>No. of leaves</th>
<th>Material</th>
<th>Front bushing</th>
<th>Rear bushing</th>
<th>Bushing material</th>
<th>Shackle, type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Semi-elliptic</td>
<td>36”</td>
<td>2”</td>
<td>8</td>
<td>Alloy Steel</td>
<td>5/8” dia.</td>
<td>5/8” dia.</td>
<td>Phosphor bronze</td>
<td>Adjustable</td>
</tr>
</tbody>
</table>

#### Rear spring

<table>
<thead>
<tr>
<th>Type</th>
<th>Length</th>
<th>Width</th>
<th>No. of leaves</th>
<th>Material</th>
<th>Front bushing</th>
<th>Rear bushing</th>
<th>Bushing material</th>
<th>Shackle, type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Semi-elliptic</td>
<td>54 5/8”</td>
<td>2”</td>
<td>7, 8 or 10</td>
<td>Alloy steel</td>
<td>5/8” dia.</td>
<td>5/8” dia.</td>
<td>Phosphor bronze</td>
<td>Adjustable</td>
</tr>
</tbody>
</table>

### FRAME

<table>
<thead>
<tr>
<th>Make</th>
<th>Material</th>
<th>Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hudson</td>
<td>Steel</td>
<td>7 1/16”</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Thickness</th>
<th>Width of flange</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/8”</td>
<td>2”</td>
</tr>
</tbody>
</table>
ESSEX SUPER SIX

Gear Ratios and Rules for Comparing Speed in Miles per Hour with Motor R. P. M.

TO OBTAIN MOTOR R. P. M. FOR ANY DESIRED SPEED IN MILES PER HOUR

Note: The following rule No. 1 is good only for a gear ratio of 5 4/10 to one and with wheel diameter of 29 inches.

Rule No. 1—M. P. H. multiplied by 62.5 = Motor R. P. M. (approx.)
Example—What is the R. P. M. of motor at 40 miles per hour?
Answer—40 multiplied by 62.5 = 2500 R. P. M. (approx.)

The following rule No. 2 is good only for a gear ratio of 5 1/10 to one and with wheel diameter of 29 inches.

Rule No. 2—M. P. H. multiplied by 59 = Motor R. P. M. (approx.)

TO OBTAIN SPEED IN MILES PER HOUR FOR ANY DESIRED MOTOR R. P. M.

Note: The following rule No. 3 is good only for a gear ratio of 5 4/10 to one and with wheel diameter of 29 inches.

Rule No. 3—R. P. M. divided by 62.5 = Speed in miles per hour (approx.)
Example—what is the speed at 2400 R. P. M.?
Answer—2400 divided by 62.5 = 38.4 M. P. H. (approx.)

The following rule No. 4 is good only for a gear ratio of 5 1/10 to one and with wheel diameter of 29 inches.

Rule No. 4—R. P. M. DIVIDED by 59 = Speed in miles per hour (approx.)

Gear Ratios—To obtain the number of revolutions of the motor required for one revolution of the rear wheel, multiply the transmission ratio by the rear axle ratio.

Example—3.244 (low gear ratio) multiplied by 5.4 (rear axle ratio) equals 17.517 revolutions of the motor to one revolution of rear wheel.

The following list shows the various motor to wheel ratios worked out as above for Essex Super Six cars with rear axle gear ratio 5 4/10:

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
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### Essex Super Six Standard Equipment

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<th>Rumble-Coupe</th>
<th>Sun-sedan</th>
<th>Coach</th>
<th>Std. Sedan</th>
<th>Touring Sedan</th>
<th>Brougham</th>
<th>2 Pass. Coupe</th>
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### EXTRA EQUIPMENT

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REVISED FEBRUARY, 1930.

Essex Super Six—Body Details
1930 Models

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<th>Phaeton</th>
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<th>Sun-sedan</th>
<th>Coach</th>
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<th>Roadster</th>
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<th>Rumble Coupe</th>
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Windshield—type       | One piece swing type |
Windshield—make       | Motor products       |
Wheels—type           | Wood                 |
Tires—size            | 19 x 5.00            |

| Windshield—type       | ALL MODELS |
| Windshield—make       | ALL MODELS |
| Wheels—type           | ALL MODELS |
| Tires—size            | ALL MODELS |