1929 ESSEX

Mechanical Information
Handbook

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< 1929 Essex >

General Chassis Data

Model	Start Ser. No.	Cyl	Bore x Stroke	Disp.	NACC HP	WB
Challenger	928656	6	2¾ x 4½	160.3	18.1	110½

General Body Data

5-Pass. Coach	$695
2-Pass. Coupe	695
5-Pass. Phaeton	695
4-Pass. RS Coupe	725
5-Pass. Standard Sedan	795
5-Pass. Town Sedan	850
4-Pass. Convertible Coupe	896
2-Pass. SpeedAbout	n/a
4-Pass. Roadster	n/a

Electrical Equipment: Auto-Lite

Starter	: MZ-4014 - 1929 Essex
Generator	: GAM-4101 - 1928-1929 Essex
Regulator	: CB-4016 - 1929-31 Essex; 1930-31 Hudson
Distributor	: IGB-4022 - 1929 Essex
Ignition Coil	: CE-4065 - 1929 Essex; 1929 Hudson

Fuel System

Carburetor: Marvel V-10-733 - 1929 Essex

Shipments

227,655 Passenger
2,130 Commercial

Notes

1) Body supplier: Briggs - 5-P. Phaeton, Convert. Coupe, Roadster
2) Sport Roadster (Boat-tail) body by Biddle & Smart
3) Graefen listing: s/n 928658 to 1070299 - 1st series
: s/n 1080300 to 1165674 - 2nd series

REVISED JANUARY, 1929

Mechanical Specifications for Essex

Super Six - 1929 Model

Car Serial No. 928658 to_____

ENGINE

Make	Hudson	Piston displacement	160.38
Model	Essex Super Six	Suspension	4 Point
No. of cylinders	6	Type of head	L
Cylinder arrangement	Vertical	Cylinder head	Detachable
Bore	2-3/4"	Cylinders in block	6
Stroke	4-1/2"	Crankcase	Integral
Rated H. P.	18.15	Material	Cast iron
Firing order	1-5-3-6-2-4	Lower half	Pressed steel

CAMSHAFT DRIVE

Type of drive	Chain	No. of links	57
Make	Morse	Pitch	1/2"
Type	No. 28	Adjustment	Adjustable eccen.
Width	1-1/4"	Sprocket material	Cast iron
Camshaft sprocket	38 Teeth		

CAMSHAFT BEARINGS

Number of bearings	3	No. 2 diameter	1-31/32"
No. 1 front - diam.	2"	No. 2 length	1-1/16"
No. 1 length	1-1/16"	No. 3 diameter	1-1/2"
		No. 3 length	15/16"

VALVES

	Inlet	Exhaust
Head material	Silicon steel	Silicon steel
Head diameter (outside)	1-3/8"	1-3/8".
Head diameter (opening)	1-1/4"	1-1/4"
Stem length	5-1/32"	5-1/32"
Stem diameter	5/16"	5/16"
Stem type of end	Grooved	Grooved
Tappet-type	Roller	Roller
Tappet clearance	.003"-.005"	.005" - .007"
Valve lift	5/16"	21/64"
Valve stem guides	Removable	Removable
Spring pressure	50 lbs.	50 lbs.

CRANKCASE AND CRANKSHAFT

No. of main hearings	3	Crank pin diameter	1-13/16"
No. I (front) - diameter	2-11/32"	Main bearing material	Bronze & babbitt
No. 1 length	1-5/8"	Main bearing clearance	.001" - .0015"
No. 2 diameter	2 -3/8"	Main bearing end play	.006" - .012"
No. 2 length	1-3/4"	End thrust on	Center bearing
No. 3 diameter	2-13/32"	Sprocket	29 teeth
No. 3 length	1-3/4"	Material	steel

CONNECTING ROD

Material	D. F. Steel	Lower end bearing clear	.001"
Weight	1-1/2 lbs.	Clearance (endwise)	.006" - .010"
Length C. to C.	8-3/16"	Type	Spun
Lower end bearing	Material	Babbitt	
Diameter	1-13/16"		

PISTON

Type	Slotted Skirt	Distance between bosses	1-1/8"
Material	Aluminum Alloy	Clearance - skirt	.002"
Weight	8 ounces	Depth of grooves	.156"
Length	3-1/16"	Lower groove	Drilled radially
Pin center to top	1-11/16"	Number of holes	8
		Diameter of holes	3/32"

PISTON RINGS

Material	Cast Iron	No. of oil rings	2
No. per piston	3 (above pin)	Type of joint	Mitre
Width	1/8"	Gap clearance	.006" -.008"
No. of comp. rings	1	Make	Piston Ring Co.

PISTON PIN

Type	Floating	Bushing - outside diam.	15/16"
Diameter	3/4"	Bushing - inside diam.	3/4"
Length	2-3/32"	Bushing - length	15/16"

LUBRICATION SYSTEM

Type	Circulating splash
Oil pump type	Plunger
Stroke of pump	Not adjustable
Capacity - Oil reservoir only	5 quarts
Capacity - Oil reservoir and troughs	6 quarts
Mesh of screen	50
Oil recommended	Medium heavy - use low cold test in winter

COOLING SYSTEM

Type	Thermo. syphon
Radiator - make	Harrison
Core - type	Ribbon cellular
Radiator - shutter	Pressed steel - Vertical

COOLING SYSTEM - Continued

Radiator shutter - make	Hudson
Shutter control - type	Manual
Capacity of cooling system	4-3/4 gallons
Radiator hose, upper, diameter	2-1/4"
Radiator hose upper, length	5-1/2"
Radiator hose, lower, diameter	2-1/4"
Radiator hose, lower, length	15-3/16"
Fan belt	"V" type
Fan - make	Hudson
Fan bearing type	Plain

FUEL SYSTEM

Carburetor-make	Marvel V
Carburetor-size	1-1/8"
Method of heating mixture	Marvel Heat Control
Make of vacuum tank	Stewart
Gasoline tank capacity	11-1/2 gallons
Fuel feed - type	Vacuum tank

EXHAUST

Muffler - make	Hudson

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. (fully retarded)
Breaker point gap	.020"
Ignition coil - make	Auto-Lite Corporation IG-4065
Spark plug-make	A. C.
Spark plug-type	Short
Spark plug - size	Metric - 18 m/m, .5 m/m thread
Spark plug - gap	.025 - .028

Note: Any other information must be obtained from the manufacturer

STARTER MOTOR

Make	Auto-Lite Corporation MZ-4014
Drive - type	Bendix
No. of teeth on flywheel	100
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 Corporations - GAM-4101
Normal Charging Rate - hot	10 Amps.
Normal Charging Rate - cold	13.5 Amps.

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

BATTERY

Make	Exide	Terminal grounded	Negative
Type	3-XI-13-1-G	Length - overall	9"
Voltage	6	Width - overall	7-1/8"
No. of Plates	13	Height of box	7-7/8"
Where mounted	Under driver's seat	Height over terminals	9"

LIGHTING SYSTEM

Head and tail lamps - make	John Brown Lamp Company
Head lamp reflector - make	John Brown Lamp Company
Head lamp - type	Bullet
Side lamp - type	Bullet
Head lamp lens - type	Parabeam
Head lamp lens - diameter	8"
Head lamp dimmer method	Separate filament
Dash and tail lights connected	Separately
Ammeter - make	National Gauge & Equipment Co.
Dash light - make	National Gauge & Equipment Co.
Lighting switch control	On steering wheel

LAMP BULB SPECIFICATIONS

	Make	*Mazda No.*	*C. P.*	*Base*	*Voltage*
Head	Madzda	1110	21-21	D. C.	6-8
Side	Mazda	63	3	S. C.	6-8
Tail	Mazda	63	3	S. C.	6.8
Dash	Mazda	63	3	S. C.	6-8
Stop	Mazda	87	12	S. C.	6-8
Dome	Mazda	63	3	S. C.	6-8

HORN

E. A. Horn — Motor type

CHASSIS

Wheelbase	110-1/2"
Lubricating system	Alemite
Overall length with bumpers	14' - 0"
Location of serial number	Rear cross member

TRANSMISSION

Make	Hudson	Pocket bearing	Bronze bushing
Location	Unit	Reverse idler	Bronze bushing
Speeds	3 forward, 1 rev.	Main shaft - front	N. D. No. 1207
Gear ratio - low	3.244 to 1	Main shaft - rear	Hyatt No. N. C. 306
Gear ratio - second	1.961 to 1	Countershaft	Stationary
Gear ratio - high	1 to 1		
Gear ratio - reverse	4.170 to 1		
Type of lubricant	Heavy motor oil		
Oil capacity (approx.)	1quart		
Pilot brg. in crankshaft	N. D. No. 1202		

CLUTCH

Make	Hudson	Throwout bearing	Annular & thrust
Type	Single disc in oil	Throwout	5/32"
acing material	Cork inserts	Clearance at F/B	3/4"
No. of cork inserts	72		

LUBRICATION - 1/2 pint light motor oil.

UNIVERSALS

	Make	Type		Make	Type
Front	Spicer	Metal	Rear	Spicer	Metal

TYPE OF DRIVE

Propulsion through rear springs.

REAR AXLE

Make	Hudson	Wheel bearing	Timken 415TV and 412A
Type	Semi-floating	Pin. brg. - front	Timken 2691V and 2620
Gear ratio	5 6/10 or 5 1/11	Pin. brg. - rear	Timken3188 and 3120
Type of drive	Spiral bevel	Differential brg. - right	Timken336 and 3320
Min. road clear.	8"	Differential brg. - left	Timken 336 and 3320
Clear. for jack	10 1/4"	No. of teeth in pinion 10 or 11	
Differential - make	Hudson	No. of teeth in gear 56	
Pinion	Adjustable	Oil capacity (approx.) 1-1/2 quarts	
Pinion bearing	Adjustable		

FRONT AXLE

Make	Hudson	Toe in-none - or not over 1/8"	
Section - type	I beam	Castor angle	0
End - type	Rev. Elliott	Min. road clearance	8"
King pin thrust brg.	Ball brg.	Clearance for jack	11" on spring
King pin transverse		Spindle transverse	
Inclination	7 º	Inclination	1 º

STANDARD BRAKES

Type Bendix 4-wheel brakes

SERVICE BRAKES

Location	Front and Rear. wheels	Lining length per wheel; 2 pieces 24-1/2 "	
Make	Bendix	Width of lining	1-1/2"
Type	Internal	Thickness of lining	5/32"
Total braking area	147 sq. inches	Clearance of lining	.010"
Drum diameter	11"	Method of application	Foot pedal

HAND BRAKE

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

WHEELS

Type	Wood steel felloe
Make	Motor Wheel Corporation
Front wheel inner bearing	Timken No. 2554 and 2520
Front wheel outer bearing	Timken No. 2382 and 2320

RIMS

Type	Split	Diameter	20"
Make	Jaxon	Width	4"

TIRES

Size	30 x 5 balloon, straight side
Make	Goodyear
Number of plies	4
Recommended pressure	Front 28 lbs; Rear 32 lbs.

STEERING GEAR

Make	Gemmer
Type	Worm and shaft
Ratio	15 to 1
Steering wheel turns	2-1/2 (full swing left to right)
Turning radius	20 feet
Lubricant	Steam cylinder oil

SPRINGS

Front spring		*Rear Spring*	
Type	Semi-elliptic	Type	Semi-elliptic
Length	36"	Length	54-7/8"
Width	2"	Width	2"
No. of leaves	8	No. of leaves	7, 8 or 10
Material	Vanadium Steel	Material	Vanadium Steel
Front bushing	5/8" diameter	Front bushing	5/8" diameter
Rear bushing	5/8" diameter	Rear bushing	5/8" diameter
Bushing material	Phosphor bronze	Bushing material	Phosphor bronze
Spring lubricant	Motor oil		
Shackle - type	Adjustable		

FRAME

Make	Hudson	Thickness	5/32"
Material	Steel	Width of flange	1-7/8"
Depth	4-1/2"		

ESSEX SUPER SIX

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

Car Serial No. 928,658 to _____

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

Note: The following rule No. I is good only far a gear ratio of 5 6/10 to one and with wheel diameter of 30 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 /11 to one and with wheel diameter of 30 inches,

Rule No. 2: - M. P. H. multiplied by 57 = 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 6/10 to me and with wheel diameter of 30 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 /11 to one and with wheel diameter of 30 inches.

Rule No. 4: - R. P. M. DIVIDED by 57 = 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 &ear ratio) multiplied by 5.6 (rear axle ratio) equals 18.166 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 5.6 to 2:

	Trans. Ratio	Rear Axle Ratio	Motor Revs.	Wheel Revs.
With transmission in low	3.244	5.6	18.166	1
With transmission in sec.	1.961	5.6	10.981	1
With transmission in high	1	5.6	5.6	1
With transmission. in rev.	4.17	5.6	23.352	1

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Essex Super Six-Standard Equipment

Car Serial No. 928,658 to_____

	Phaeton	*Std Road.*	*Conv. Coupe*	*Std. Coupe*	*Coach*	*Sedan*	*Town Sedan*
Windshield cleaner -make	Trico Mfg. Co.	Trico Mfg. Co.	Trico Mfg. Co.	Trico Mfg. Co.	Trico Mfg. Co.	Trico Mfg. Co.	Trico Mfg. Co
Windshield cleaner -type	Vacuum	Vacuum	Vacuum	Vacuum	Vacuum	Vacuum	Vacuum
Trunk Rack	None	None	None	None	None	None	None
Cowl ventilator	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Engine heat indicator	On instrument board					ALL MODELS	
Gasoline and oil level gauge location	Instrument board					ALL MODELS	
Gasoline and oil level gauge - type	Electric					ALL MODELS	
Wheels - type	Wood wheels					ALL MODELS	
Sun visor	Yes	No	Yes	Yes	Yes	Yes	
Radiator shutters	Yes					ALL MODELS	
Rear traffic signal	Yes					ALL MODELS	
Comb. tail and stop light - make	John Brown Lamp Co.					ALL MODELS	
Cowl lights	No	No	Yes	Yes	Yes	Yes	
Dome light	No	No	Yes	Yes	Yes	Yes	
Speedometer - make	Stewart-Warner					ALL MODELS	
Ignition electrolock						ALL MODELS	
Spare rim	One					ALL MODELS	
Horn - make	E. A.					ALL MODELS	
Headlamps - make	Parabeam - John Brown Lamp Co.					ALL MODELS	
Tire carrier - make	Hudson					ALL MODELS	
Storage battery - make	"Exide"					ALL MODELS	
Shock absorber - make	Monroe					ALL MODELS	
Shock absorber - type	Hydraulic					ALL MODELS	
Bumpers - front and rear						ALL MODELS	

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Essex Super Six-Body Details
1929 Models

Car Serial No. 928,658 to_____

	Phaeton	*Std. Coupe*	*Convertible Coupe*	*Coach*	*Std. Sedan*	*Town Sedan*	*Roadster*
Model	1929	1929	1929	1929	1929	1929	1929
Wheelbase	110-1/2	110-1/2	110-1/2	110-1/2	110-1/2	110-1/2	110-1/2
Weight	2490	2600	2540	2635	2745	2795	2465
No. of doors	4	2	2	2	4	4	2
No. of passengers	5	2 or 4	2 or 4	5	5	5	4
Seating Arrangement	Std.	Std.	Std.	Std.	Std.	Std.	Std.
Gear ratios		5 6/10 and 5 1/11 to 1			ALL MODELS		
Make of body	Briggs Mfg. Co.	Own	Own	Own	Own	Own	Briggs Mfg. Co.
Windshield-type		One piece swing type			ALL MODELS		
Windshield - make		Motor products			ALL MODELS		
Wheels - type Wood					ALL MODELS		
Tires - size 30 x 5					ALL MODELS		

MARVEL

CARBUETER

AND

HEAT CONTROL

As Used on 1929

Essex Super-Six

"BOOKLET 61"

Formerly Booklet "V-1"

MARVEL CARBURETER CO.

FLINT, MICHIGAN

U. S. A.

Model 'V" Carbureter

Used on 1929 Essex Super-Six Cars

The carbureter measures the fuel charges for the engine and automatically mixes them with the proper amount of air to form a highly combustible gas. The Marvel model "V" carbureter is of the automatic air valve, heat controlled type. Its outstanding advantages are:

1. Simplicity of adjustment and operation.
2. Quick starting in any weather.
3. Automatic and manually controlled heat application to insure complete vaporization of fuel and maximum quick warming-up in coldest weather, thereby reducing overuse of the choker and resultant crankcase dilution to the minimum.
4. Economy in fuel consumption.
5. Ease of adjustment of heat control to meet varied driving and climatic conditions.

CONSTRUCTION

The construction embodies a main body or mixing chamber and a conventional float chamber bowl with fuel strainer attached at point of entrance of fuel to bowl. Within the mixing chamber are two nozzles which proportion the amount of gasoline used in the mixture. These nozzles are both of the fixed opening non-adjustable type. One of these nozzles, called the "low speed" is situated in a fixed air opening, the venturi, and the other, called the "high speed", is controlled by the automatic air valve, and located under same. An air screw is provided which regulates the pressure of the air valve spring enclosed therein. This constitutes the only mixture adjustment on the carbureter. Within this screw is also enclosed a plunger connected by a link to the air valve.

The function of this plunger is to provide a resistance in addition to that of the air valve spring to assist in acceleration. This arrangement of plunger and. air valve screw is termed the dash pot.

A further control of the high speed jet is provided by the "economizer" which is a fuel metering valve operated by the carbureter throttle. This valve provides the maximum fuel feed to the "high speed" nozzle when the throttle is fully opened for high speeds, hill power and for quick "pick-up., During the ordinary driving ranges this valve controls the amount of fuel being used, thus providing all the economy possible. This valve is entirely automatic and requires no adjustment.

Built in with this valve also, is an accelerating pump. Quick opening of the throttle provides with this pump a forced fuel charge from the high speed nozzle to assist in acceleration and quick getaway.

Reference to the top of fuel bowl of carbureter will show a little seasonal control lever for this acceleration charge, marked "Summer" and "Winter." The "Winter setting should always be used in cool and cold weather. In this setting all pressure from accelerating pump, due to quick opening of the throttle, forces fuel from high speed nozzle. With the control set at "Summer" or hot weather driving conditions, a check valve in fuel line between fuel bowl and pump is kept from closing, thus allowing pump pressure to force but little fuel from high speed nozzle by-passing most of it thru check valve, back into fuel bowl.

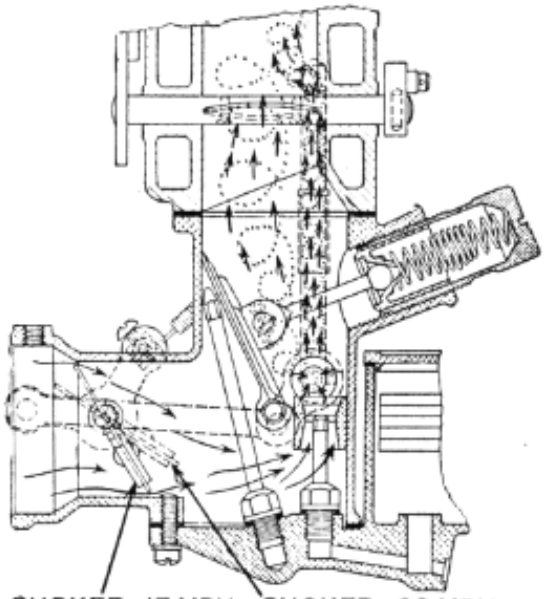
"Summer" setting of accelerating device on carbureter is only necessary in extremes of hot weather, when quick opening of throttle makes car momentarily sluggish if control is left in "Winter" setting.

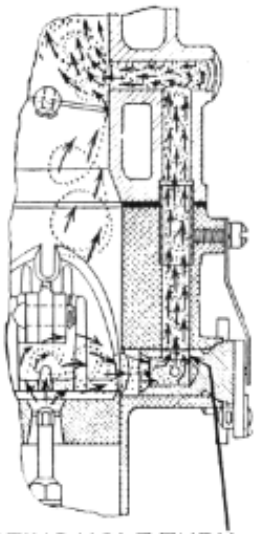
A heat control lever is placed on the carbureter heat elbow to

provide for manual regulation of heat in addition to the automatic heat control mechanism of the carbureter.

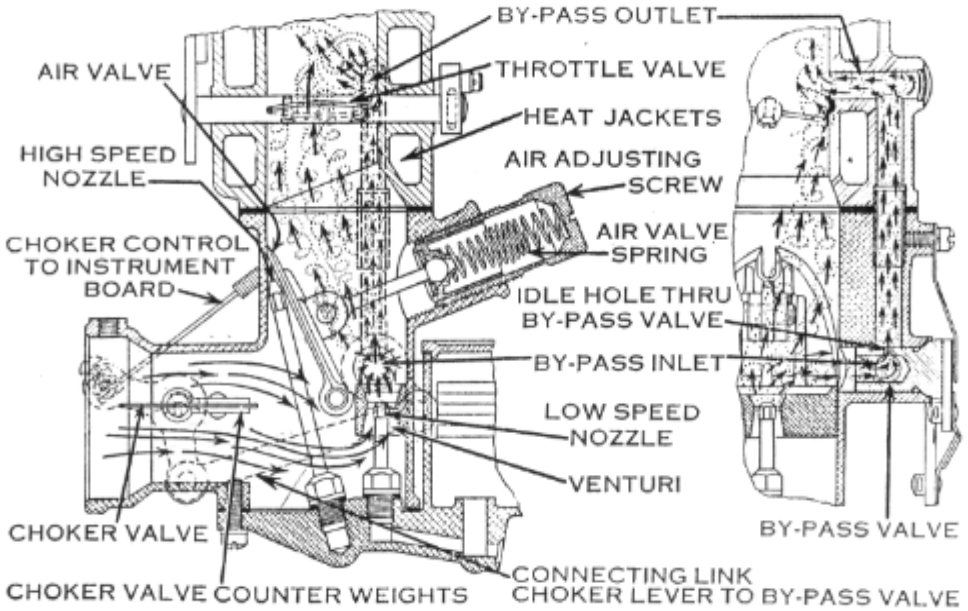
CHOKER AND BY-PASS

A choke button is provided on the instrument board to assist in starting. Pulling out this button does two things in the carbureter. First, it closes a butterfly choker valve in the air inlet of carbureter, which restricts the air opening and consequently produces a very rich mixture for starting. Second, thru interconnection of the choker lever and by-pass valve (See cuts p. 4-5), this motion likewise opens a passage between mixing chamber, just above low speed nozzle, and the intake manifold passage, just above the throttle. (See sketch page 5). Due to the higher suction existing above the throttle, the over-rich starting mixture is therefore immediately drawn thru the fixed opening in by-pass valve, up past the throttle and on into the engine. Partial release of choker button on instrument board after starting, releases choker valve so that it positions itself to the needs of the engine, due to the action of the counterweights attached to this choker valve, which now becomes automatic in its, action, the weights allowing the valve to open or close automatically, depending on the engine speed and quantity of air passing thru carbureter. This partial release of choker button does not, however, change position of by-pass valve opening, which remains open, and engine therefore runs at an increased idling speed during this period, same as would be obtained if the throttle were manually opened slightly and there was no by-pass valve. This gives the car a speed of approximately 14 to 15 miles per hour on the road automatically, without the necessity of opening throttle, and is of great assistance in getting under way after starting a cold engine.





Showing action of automatic choker, and showing action thru by-pass valve on starting and warming up



Showing choker in normal open position and showing idle action thru by-pass valve in normal running position

Reference to sketch on page 4 will show this action, and likewise the position of choker valve.

As soon as engine is sufficiently warmed up to drive with choker button completely released, by-pass valve returns to its normal position shown in sketch on page 5 and choker valve is automatically locked in wide open position.

It will be noted in sketch on page 5 that there is still a very small hole in by-pass valve in this position connecting to passage above throttle. This is to provide for a proportion of the idling mixture to pass above the throttle, as shown in sketch, stabilizing the idling action of the engine, and insuring positive idling performance, especially in cold weather.

Some idling mixture is, however, allowed to pass in normal way past throttle, and by the regulation of this amount, by adjustment of throttle opening, the desired idling speed is obtained.

HEAT CONTROL

The carbureter and manifolds have been designed to utilize the exhaust gases of the engine to insure complete vaporization and a consequent minimum consumption of fuel. This is accomplished by an exhaust jacket in a double walled elbow casting placed between the carbureter and the intake port in cylinder block. This elbow casting is connected to the exhaust manifold in such a manner that the exhaust gases pass between the walls of the elbow, through the heat jacket and back to the exhaust manifold. The amount of heat thus furnished to the elbow is controlled by a damper valve in the main exhaust above the elbow and situated between the exhaust outlet and the exhaust inlet to elbow heat jackets.

The damper valve in the main exhaust is connected to the throttle lever of carbureter in such a manner that the greatest proportion of

of heat is deflected to the jackets of elbow when the throttle is only partly open, as in idling and at low speeds, and a decreasing amount as the throttle is opened further for higher speeds. By means of the heat control lever attached to the damper valve this automatic action of the damper valve may be varied to suit weather and driving conditions.

An adjustment for seasonal control of heat also is provided on the damper valve lever "J" (See Cuts), whereby the amount of exhaust heat deflected by the damper to the elbow jackets may be decreased by moving damper adjusting stud "L" in damper connecting rod "K" from hook-up hole in damper lever marked "Warm" to hook-up hole marked "Medium", or to hook-up hole marked "Cool", thus initially opening damper valve at closed throttle positions and greatly reducing the heat application.

Gases from exhaust manifold are deflected by damper valve "A" and pass thru extension "C" of exhaust manifold into elbow jackets "D", passing around dividing wall or baffle "E", circulating around carbureter throttle, and back up thru passages "D", and again into exhaust manifold on rear side of valve "A", and thence in the normal way to muffler.

It will be noted in cuts that valve "A" is connected by means of damper lever "J" and damper connecting rod "K" to the driver' lever "I", which is fastened to the same shaft as throttle bell crank "G", which is connected by means of throttle connecting rod "H" to carbureter throttle lever "F". Movement of the accelerator lever when driving, which is fastened to the throttle bell crank, is therefore transmitted simultaneously to carbureter throttle and exhaust damper valve. As throttle is opened, valve "A" is also opened, due to this interconnection. Thus the volume of heat thru heat jackets of

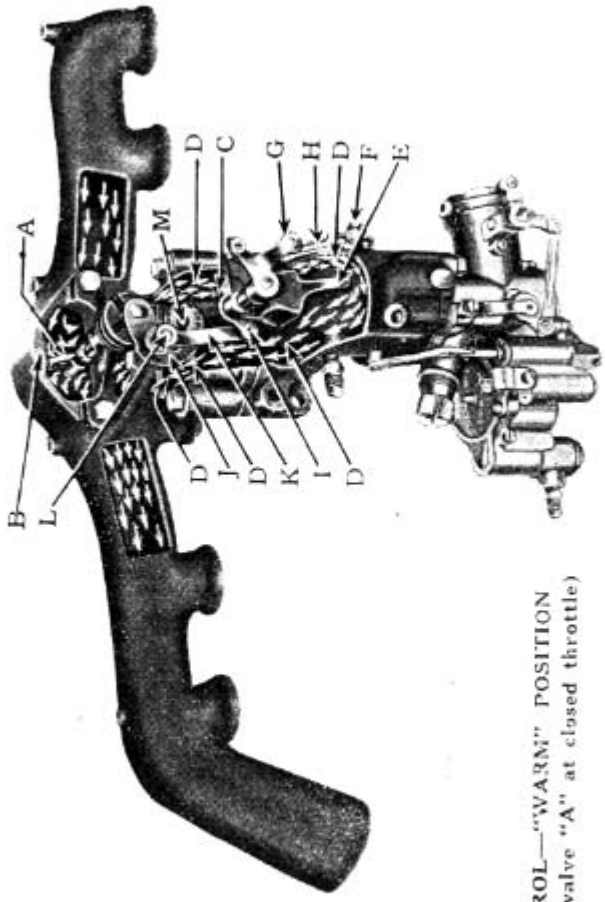
of heat thru heat jackets of elbow will be lessened as the engine speed is increased, the amount of decrease depending upon position of damper lever adjusting stud "L" in damper lever "I"-whether in hole for "Warm", "Medium", or "Cool" position.

In the cut on page 9 showing "Warm" heat position, note shape of exhaust manifold at "B" adjacent to edge of valve in closed position. At closed throttle, valve "A" is at extreme left side edge of the land "B" in exhaust manifold. As throttle is opened, valve "A" rotates clockwise so that its edge passes across this land "B", but the valve itself does not open until it clears the land "B", thus insuring maximum heat circulation thru elbow jackets up to this amount of throttle opening, or until car has obtained a speed of approximately 45-50 miles per hour, after which in higher speeds, further opening of the throttle automatically moves "A" beyond land "B", valve "A" rapidly opening then to insure against overheating.

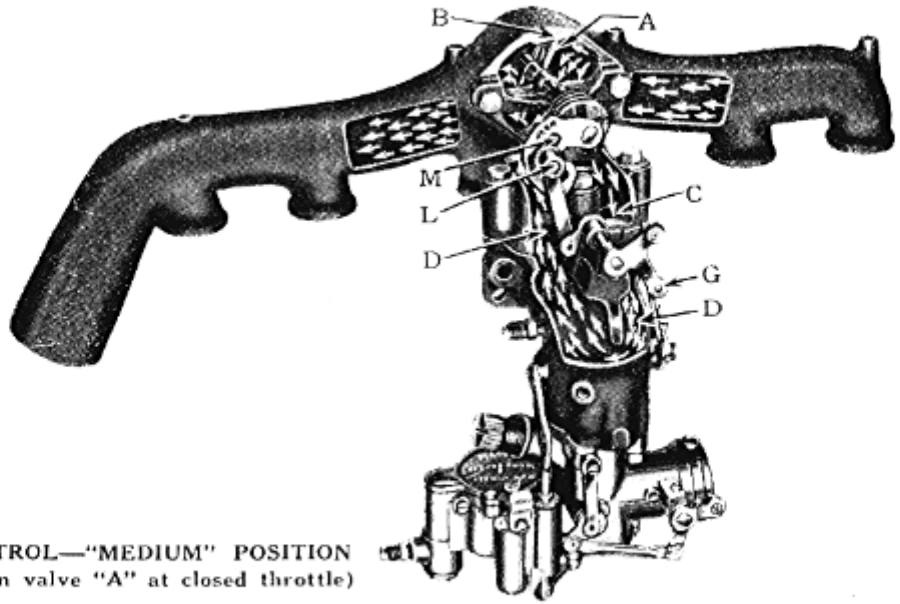
This "Warm" position of the heat control should be used always in severe winter weather and thruout the cold season.

In the cut on page 10 showing "Medium" heat position, it will be noted, that due to damper adjusting stud "L" having been moved thru slot "M" in damper lever "I" to the hook-up hole marked "Medium," that this movement has initially moved valve "A" so that at closed throttle valve "A" is near the extreme edge of land "B" in exhaust manifold, and ready to open with very little throttle opening. This setting therefore insures less deflection of exhaust heat to elbow jackets than in the "Warm" position, and valve "A" as before moves rapidly toward its open position as throttle is opened to full open.

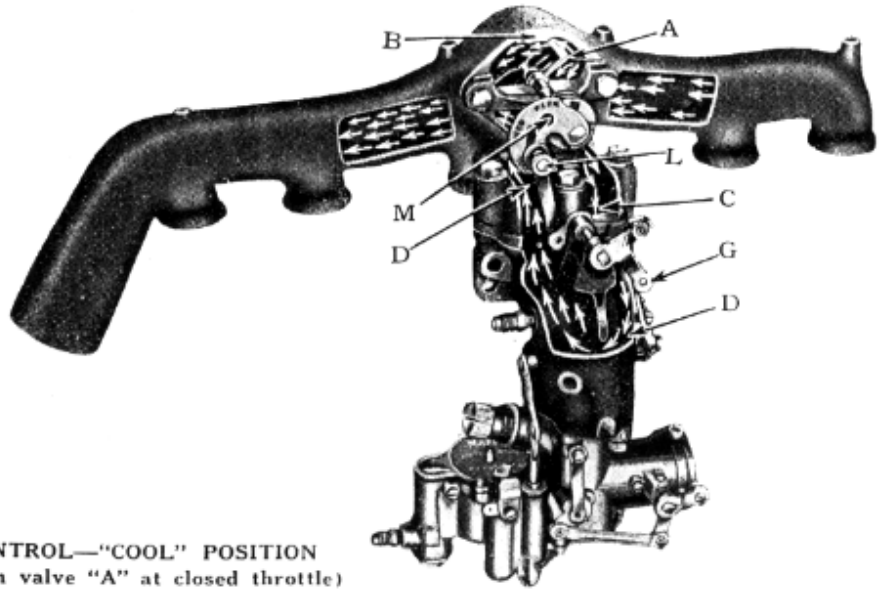
This "Medium" position of heat control should be used thruout the normal seasons, when the weather is neither the extreme or hot or cold.



HEAT CONTROL—"WARM" POSITION
(Note position valve "A" at closed throttle)



HEAT CONTROL—"MEDIUM" POSITION
(Note position valve "A" at closed throttle)



HEAT CONTROL—"COOL" POSITION
(Note position valve "A" at closed throttle)

In the cut on page 11 it will be noted that the adjusting stud "L" has been moved to the hook-up hole marked "Cool" in the damper lever "I". This initially places the valve "A", at closed throttle, past the land "B" in exhaust manifold, or opened considerably. As throttle is opened, valve "A" then rapidly moves toward full open position. This is the position of heat control to give the least deflection of heat thru elbow jackets.

This "Cool" position should only be used in climates where extreme hot weather is experienced or in foreign territories where very high test or light fuels are used.

It should be remembered that the adjustment of heat control is purely seasonal, and this adjustment largely controls the car performance, or the effect of a "rich" or "lean" action in the carbureter. Therefore I in cold weather, drive with adjustment set at "Warm" to provide quick warm-up after starting, and sufficient heat for good performance. In extremely warm weather, place adjustment at "Cool", and for all intermediate seasons, at "Medium" for most normal driving.

STARTING

To start engine, pull out choke button all the way. Advance spark lever about halfway and depress starter pedal.

The moment the engine fires the choke button should be pushed in very slightly and engine allowed to run at fairly good speed for a few minutes. If engine hesitates, pull out choke button slightly and push back in to a point where engine runs smoothly during this short period, the object being to secure momentarily a richer mixture to assist engine in warming up. Even in zero weather it is not necessary to run with choker out, except momentarily when just starting cold engine.

It should be borne in mind that the automatic heating system of the carbureter makes it entirely unnecessary to drive with choker pulled out and one of the objects of the heating system is for this purpose, thereby obviating the common practice of diluting the oil in the crankcase by using an excess amount of fuel from over-choking while engine is warming up.

It should be remembered in cold weather, as stated above, that the setting of the heat control largely controls the performance. Therefore, in cold weather, drive with heat enough to provide same, which will not be obtained if control is in "Cool" position.

ADJUSTMENT

No change should be made in the carbureter adjustment until after an inspection has been made to determine if the trouble is in some other unit. It should be noted that the gasoline lines and strainer are clear, that there is gasoline in the vacuum tank, that there are no leaks at connections between carbureter and engine, that the ignition system is in proper condition, and that there is even compression in all cylinders.

If it is necessary to test adjustments or to make a readjustment proceed as follows:

Set air screw so that end is flush with the end of ratchet spring bearing against it.

Set heat control in "Warm" position, and leave in this position while making adjustment. Pull out choker to closed position and start engine in usual manner. As soon as engine has fired, slightly release choker. Run for a few moments until engine has warmed up, remembering never to use choker more than necessary, as when not needed it has a tendency to foul up engine and ruin the lubricating oil in the crankcase.

Next, set air screw for good idle by either turning in to the right a little or backing out to the left as the needs of the engine require.

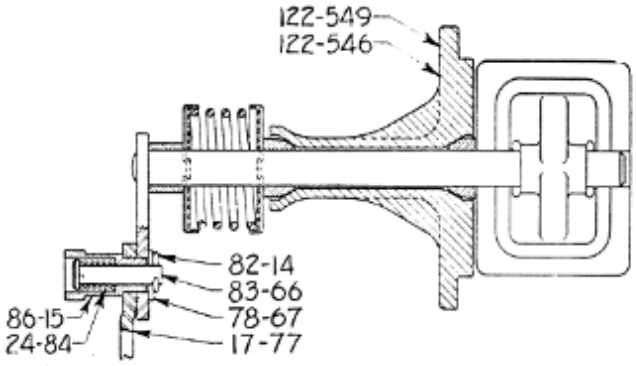
With the engine warmed up, the adjustment of the air screw for proper idling is easily accomplished by using a little care. If the air screw is turned in too tight, the motor will roll or appear sluggish. If the air screw is not tight enough, the motor will hesitate and stumble, and perhaps stop entirely. To make a nice clean adjustment for idle turn air screw back to the left until engine hesitates, Indicating that mixture has too much air and is too lean; next turn air screw in to the right three or four notches at a time until engine runs smoothly. This idle setting accomplished, by proceeding as directed above, the proper carbureter adjustment for the entire range of the engine will have been attained.

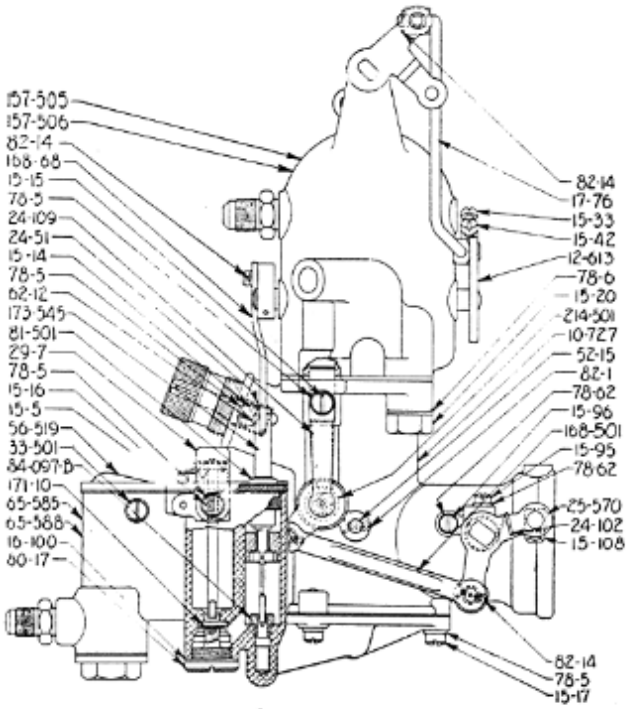
If the engine idles too fast with throttle closed, the latter may be adjusted by means of the throttle lever adjusting screw.

ALTITUDE CHANGES

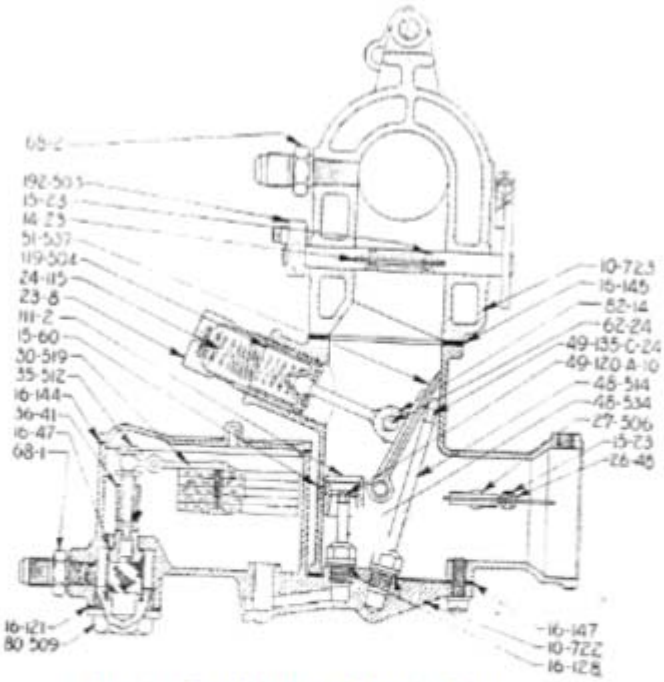
No change is necessary for touring through mountainous country but for cars operating permanently in territory of 4000 feet elevation or over we advise going to the nearest Hudson-Essex dealer or Marvel service, station and changing to 49-110- J-24 High Speed Jet for the best results in such altitude territory.

Do not, under any circumstances, make this change unless operating permanently above 4000 feet elevation.





Showing Part Numbers of Service Parts



Showing Part Numbers of Service Parts

PARTS PRICE LIST

MARVEL CARBURETER

MODEL "V"

FOR 1929 ESSEX SUPER SIX

Part No.	Name	Price
10-140	Carbureter Body	5.00
10-722	Carbureter Assembly ----------	$16.00
10-733	Carbureter & Elbow Assembly (Complete)----------	25.00
12-613	Throttle Lever, Screws & Swivel Assembly ----------	.50
14-23	Throttle Fly ----------	.25
15-5	Bowl Cover Screw ----------	.05
15-14	Ratchet Spring Screw ----------	.05
15-15	By-Pass Valve Spring Screw---	.05
15-16	Choker Clip Screw ----------	.05
15-17	Bowl to Body Screw ----------	.05
15-20	Body to Elbow Screw ----------	.05
15-23	Throttle & Choker Fly Screw--	.05
15-33	Throttle Adjusting S c r e w Lock Screw ----------	.05
15-42	Throttle Adjusting Screw-------	.05
15-60	Spacer Block Screw----------	.05
15-95	Choker Sleeve Retainer Screw	.05
15-96	Choker Stop Screw ----------	.05
15-108	Choker Swivel Screw ----------	.05
16-47	Float Valve Seat Gasket--------	.05
16-100	Seasonal Control Plug Gasket-	.05
16-121	Strainer Plug Gasket----------	.05
16-128	Standpipe Fitting Gasket-------	.05
16-144	Bowl Cover Gasket----------	.05
L6-145	Carbureter to Heat Jacketed Elbow Gasket ----------	.10
16-147	Bowl to Body Gasket----------	.05
17-76	Throttle Connecting Rod-------	.20
17-77	Exhaust Damper Connecting Rod ----------	.20
23-18	Air Adjusting Screw Shell-----	.60
24-51	Ratchet Spring----------	.15

Part No.	Name	Price
24-84	Exhaust Damper Valve Adjusting Sleeve Spring -------	.15
24-102	Choker Spring ----------	.15
24-109	By-Pass V a 1 v e Retaining Spring ----------	.15
24-115	Air Valve Spring ----------	.35
25-570	Choker Lever & Sleeve Assembly ----------	1.00
26-48	Choker Shaft ----------	.30
27-506	Choker Fly & Counterbalance Weights Assembly ----------	.40
29-7	Choker Tube Clip ----------	.15
30-519	Float & Lever Assembly -------	1.00
33-501	Float Lever Shaft & Head Assembly ----------	.20
35-512	Float Valve & Head Assembly	.75
36-41	Float Valve Seat----------	.55
37-1	Lead Shot ----------	.05
48-514	High Speed Standpipe Assembly	.50
48-534	Low Speed Standpipe Assembly	.50
49-120-A-10	Low Speed Jet ----------	.30
49-135-C-24	High Speed Jet ----------	.30
51-537	Air Valve & Dash Pot Plunger Assembly ----------	1.75
52-15	Air Valve Shaft ----------	.20
56-519	Bowl Cover Assembly ---------	1.00
62-12	Metering Pin Link Pin ---------	.05
62-24	Dash Pot Plunger Rod Pin------	.05
65-585	Bowl & Plugs Assembly -------	2.50
65-588	Bowl Assembly (Complete)----	10.00
68-1	1/4" Flared Tube Union--------	.15
68-2	5/16" Flared Tube Union-------	.15
78-5	Choker Clip, By-Pass Spring, Ratchet Spring and Bowl to Body Screw Lock Washer------	.05
78-6	Carbureter to Elbow Screw Lock Washer ----------	.05
78-62	Choker Sleeve Locating Screw & Choker Stop Screw Lock Washer ----------	.05
78-67	Exhaust Damper Valve Adjusting Sleeve Washer ----------	.05

Part No.	Name	Price
80-17	Seasonal Control Plug ----------	.20
80-509	Strainer Plug & Gauze Assembly	.45
81-501	Metering Pin Packing Nut Assembly ----------	.20
82-1	Air Valve Shaft Cotter Key 1/16" x 1/2" ----------	.05
82-14	Air Spring Plunger Pin, By-Pass Valve Link Stud Adjusting Sleeve, Throttle Swivel & Metering Pin Link Stud Cotter Key 1/16” x 3/8”	.05
88-66	Exhaust Damper Valve Adjusting Sleeve Stud ----------	.15
84-097-B	Metering Pin Jet ----------	.30
86-15	Exhaust Damper Lever Adjusting Sleeve ----------	.15
111-2	Spacer Block ----------	.40
119-504	Dashpot Plunger Rod & Washer Assembly ----------	.90
122-546	Exhaust Damper Assembly (Complete) ----------	3.00
122-549	Exhaust Damper Assembly---------	2.50
157-505	Heat Jacketed Throttle Elbow, Bell Crank & Shaft Assembly------	4.50
157-506	Heat Jacketed Throttle Elbow Assembly (Complete) ----------	9.00
168-68	Metering Pin Link ----------	.20
168-501	By-Pass Valve Link Assembly	.40
171-10	Check Valve ----------	.10
173-545	Metering Pin & Link Assembly	.75
192-503	Metering Pin Lever & Throttle Cut-off Assembly ----------	.75
214-501	By-Pass Valve & Lever Assembly	.50

Marvel Distributors and Service Stations

*NOTE: Marvel Distributors in charge of service stations in this territory. Carries a complete stock of carbureters and parts. Overhauls and rebuilds carbureters in addition to giving service.

Aberdeen, Washington - Hood Automotive Service Company.
Abilene, Kansas - Meade Battery & Electric Company.
Abilene, Texas - Hoppe Auto Electric Service.
Akron, Ohio - The Maibohm Battery & Ignition Company.
Albany, N. Y. - 412 Hamilton Street - John F. Pierce Garage.
Allentown, Pa. - 1041 Hamilton Avenue - Motor Accessories Company.
Ann Arbor, Michigan - 314 E. Liberty Avenue - Maynard Battery Shop.
Atlanta, Ga. - Scarboro Electric Service.
*Atlanta, Ga. - 135 Ivy St. - Alemite Lubricator Company of Georgia.
Augusta, Ga - C. M. Hill Service Station.
Baltimore, Md. - 882-84 Park Avenue Stephen Seth & Company.
Bellingham, Washington - Paul Tifar
Birmingham, Alabama - 404 South 21St Street - Alemite Lubricator Co. of Alabama.
Boston, Mass - 335 Newbury Street - Marvel Carbureter Sales Company.
Brooklyn, N. Y - 1061 Atlantic Avenue - E. A. Wildermuth.
Brooklyn, N. Y - 439-441 Madison St. - Madison Garage.
Buffalo, N. Y. - The Battery & Starter Company - 883 Main Street.
Calexico, Calif. - Imperial Avenue - Watts & Jenson.
Canon City, Colorado - 708 - Main Street - Bliley-Walker Service Station.
Canton, Ohio - 420 4th St. N. E. - Carbureter Sales & Service.
Casper, Wyorning - 136 E. Midwest Avenue - Auto Electrical Company.
Centralia, Illinois - B, J. Hoitcamp Electric Service Company.
Centralia, Washington - Motor Service Company.
Charlotte, N. C. - Woodside Motor Company.
Chattanooga, Tenn. - 318 Market Street - Hassler Brothers.
Chicago, Illinois - 2427 S. Prairie Avenue - Marvel Carbureter Sales Company.
Chicago, Illinois - 2919 Lawrence Avenue - Albany Park Service Station.
Cincinnati, Ohio - 2110 Gilbert Avenue - Lockie & Glenn.
Cleveland, Ohio - 2013 East 65th Street - Fred Crandall Company.
Cleveland, Ohio - 4310 Carnegie Avenue - Wright Carbureter & Ignition Co.

Cleveland, Ohio - 1801 E. 21st Street - Hart Ignition Company.
*Columbia, S. C - 1111 Taylor Street - Standard Parts Corp.
`Columbus, Ohio - Ohio Ignition Company.
Denville, Illinois - Horner Electric Company.
*Dallas, Texas - 2210 Live Oak Street - The Beach Wittmann Company.
Dallas, Texas - J. J. Gibson Company.
Davenport, Iowa - Emeis Electrical Service - 218 Iowa Street.
Dayton, Ohio - 339 S. Jefferson St. - Carbureter Sales & Service Co.
*Denver, Colorado - The Auto Electric Appliance Company - W. 13th & Acoma St.
*Des Moines, Iowa - 1309 Locust Street - Iowa Auto Market.
*Detroit, Michigan - 3127 Jefferson E. - Greenleaf Incorporated.
Detroit, Mich - 52 E. Canfield - Auto City Garage.
Detroit, Michigan - 3705 Burlingame - Northwest Auto Electric.
Detroit, Michigan - 631 Six Mile Road - Thomsson's Auto Electric.
Detroit, Michigan - 10412 Harper - Klann Auto Electric.
El Centro, Calif. - 644 Main Street - Joe Bush, Inc.
*El Paso, Texas - 315 E. Missouri St. - Western Battery & Magneto Co.
Elkhart, Indiana - 522 W. Indiana - Niblock Auto & Battery Company.
Emporia, Kansas - 823 Commercial St. - Bebermeyer Electric Company.
Enid, Okla. - Silver's Electric Station & Garage.
Everette, Washington - 2817 Rucker Avenue - Proctor Motor Company.
*Fargo, North Dakota - 404 N. "P" Avenue - United Electric Service
Ferndale, Michigan - Ferndale Auto Electric Co.
Flint, Michigan - 706 Cornelia Street - The Merrell Company.
Florence, Colorado - The Electric Service Station.
Fort Scott, Kansas - Johnson Electric Service - 9 Main Street.
Fort Worth, Texas - Automotive Electric & Battery Company - Macon St.
Glendale, California - Psenner-Pauff, Inc.,
Garden City, Kansas - Kemper Auto Electric Company.
Grand Rapids, Michigan - 53 Commerce Avenue - Electric Service Station.
Grand Rapids, Michigan - 606 Divison, S. E. - Martin Auto Electric.
Great Bend, Kansas - Scheuffler Tire & Supply Company.
Greeley, CoIorado - 17 Tenth Street - The Mutual Battery & Electric Service.
Hanford, California - Cousins Tractor Company.

Harrisburg, Pa. - 112-15 Cameron Street - E. Mather Company.
Hiawatha, Kansas - Hauer Auto Repair Shop.
Hoisington, Kansas - C. M. Bell Battery & Electric Company.
Hollywood, California - 6550 Sunset Blvd. - Shaefer's Battery & Ignition.
Houston, Texas - L. A. Korn Carbureter Sales & Service.
Huntington, W. Va. - Rear 538 Fourth Avenue - Jack Warner's Garage.
Hutchinson, Kansas - Carbureter Electric Company
% Welborn & Rose.
Idaho Falls, Idaho - Idaho Falls Battery Company.
Indianapolis, Indiana - 733-35 N. Capital - Madden Copple. Inc.
Jackson, Michigan - 146 Pearl Street - Fulhaver & Fletcher.
*Jacksonville, Fla. - 927 Main Street - The Lovejoy Company.
Jamaica, L. I., N. Y. - 104 Smith St. - Fogarty Bros.
Jamestown, N. Dakota - N. W. Lyons.
Joplin, Missouri - O'Neill Tire & Battery Company.
Junction City, Kansas - Meade's Battery Service.
Kalamazoo, Michigan - M. & T. Battery & Electric Company.
Kankakee, Illinois - Fortin Brothers.
*Kansas City, Mo. - 1820-22 McGee Street - The
Beach-Wittmann Company.
*Knoxville, Tenn. - 307-11 N. Central Street - McNutt & Burks, Inc.
LaPort, Indiana - 610 Indiana Avenue - Borgerd & Fritt.
Lansing, Michigan - 125 N. Larch St. - Dyer's Garage.
Larned. Kansas - Beebe Electric Company.
Lexington, Ky. - 151-157 East Short - Wombwell Automotive Parts.
Lewistown, Idaho - Robinson Battery & Ignition Co.
Liberal, Kansas - Motor Parts & Supply Company.
*Lincoln, Nebraska - 1637 "P" Street - Parkhurst Auto Electric Company.
Long Beach, Calif. - 1009 American Avenue - Helme Electric Equipment
Company.
*Los Angeles, California - 1837 S. Flower St. - Marvel Carbureter Sales
Co.
Los Angeles, Calif. - 315 W. 12th Street - Carbureter Equipment
Company.
Louisville, Ky. - 725 East Broadway - Automotive Electric Company, Inc.
Manhattan, Kansas - Sager Electric Company.
Marion, Ohio - 127 E. Church St. - Exide Battery Service.
Marshfield, Oregon - P. J. Rooney Company.
*Memphis, Tenn. - Union & Marshall Avenues - Mc Gregor Battery
Engineering Co.
*Milwaukee, Wisconsin - 2838 Fond Du Lac Ave. - Praetke Auto Electric
& Battery Co.

*Minneapolis, Minn. - 2nd Ave. N. 3rd St - W. S. Nott Co.
Montgomery, Ala. - Auto Electric Service Co.
Mt. Vernon, Wash. - Carl E. Lindhery Co.
*Nashville. Tenn. - 1227 Broad St. - The Chapman Co New Castle, Ind. - John W. Shopp.
Newport News, Va. - H. & W. Motor Corp.
New York City, N. Y. - 225 W. 64th St. - C. I. BarrowS.
New York City, N. Y. - 242 W. 69th St. - Marvel Carbureter Sales Co.
Oklahoma City, Okla. - 6 E. 5th - Herman Reuter Service.
*Oklahoma City, Okla. - 706 Broadway - The BeachWittmann Co.
Oakland, Calif. - 23rd and Veldex - C. E. S. Co.
Ontario, Calif. - Cochran & Nichols.
Pasadena, Calif. - 165 S. Fair Oaks - Kay & Burbank Co.
Philadelphia, Pa. - 1625 N. Sydenham St. - Marvel Carbureter Sales Co.
Phoenix, Ariz. - 315 N. Central Ave. - Motor Supply Co.
Pittsburgh, Pa. - 5157 Liberty Ave. - Electrical Equipment Service Co.
Pittsburgh, Pa. - 5209 Baum Blvd. - Carbureter & Ignition Co.
Pomona, Calif. - Carey Ave. & Holt - C. R. May.
Porterville, Calif. - Hayden & Hayden.
Portland, Oregon - L. H. Buntzel Co.
Portland, Oregon - 111 13th St. - Henry Ward & Co.
*Raleigh, N. C. - 215 E. Davie St. - Motor & Equipment Co.
*Richmond, Va. - 501-11 W. Broad St. - Lane Bowles Co.
Richmond, Va. - McKinnin Motor Co.
Rochester, N. Y. - 335 Court St. - Standard Battery Service.
Rockford. Ill. - Phillips Battery & Electric Co.
*Salt Lake City, Utah - 475 S. Main St.- AutornotiveElectric Service Co.
*San Antonio, Texas - Westbrook Carbureter & Electric Co.
San Diego. Calif. - 929 Columbus St. - San Diego Garage.
San Francisco, Calif. - 1726 California St. - Hanni Auto Repair.
San Jose. Calif. - 580 1st St. - Lehmann Brothers.
San Luis Obispo, Calif. - 1009 Monterey St. - C. H. Kamm & Co.
Santa Barbara, Calif. - 514-522 State St. - Harry A, Thayer.
Santa Monica, Calif. - 1452 Second St. - G. R. Payne.
*Seattle, Wash. - 12th Ave. & Pine St. - McAlpin-Schreiner Co.
Spokane, Wash. - W. 610 Third Ave. - The Carburetet Service Co.
Stockton. Calif. - Miner Ave. & California St. - J. M. McGillivray.
*St. Louis, Mo. - 2827 Locust Blvd. - R. A. MacGuire Inc.
St. Paul, Minn. - 179 W. 69th St. - Mayer Battery Electric Service.
Tacoma. Wash. - 110-112 South Eighth St. -McAlpinSchreiner Co.

*Tampa, Fla. - 708 Twiggs St. - Motive Parts Co. of Florida.
Terre Haute, Ind. - The Terre Haute Battery & Electric Co.
Tucson, Ariz. - 49 No. 6th Ave. - Motor Supply Co.
*Tulsa, Okla. - 210 10th St. East - The Beach-Wittmann Co.
Union City, N. J. - 586 Summit Ave. - Charlie's Auto Repairs.
Victoria, B. C., Canada - Auto Electric & Battery Co. Ltd.
Visalis, Calif. - 500 E. Main St. - Christie & Henry.
*Washington. D. C. - 1019 17th St. N. W. - Tompkins Sales & Service Co.
Wenatchee. Wash. - 326 S. Wenatchee Hayes Auto Repair Shop.
*Wichita, Kansas - 225 N. Market St. - The Beach-Wittmann Co.
Wichita Falls. Texas - Ruby Howard Battery Co.
Yakima. Wash. - Wm. C. Wright Co.
Youngstown, Ohio 28 W. Madison St. - Exide Milburn Service Co.
Ypsilanti, Michigan - 38 E. Michigan - Walton Auto Electric.

Canadian List

Calgary, Alberta - Dyson Battery Service - 330 Fifth Avenue.
Edmonton, Alberta - Dyson Distributors, Ltd.
Halifax, Nova Scotia - Halifax Ignition Company.
Montreal, Quebec - Battery & Electric Service Co.
Oshawa, Ont - Geo. C. C. Allchin, Ltd.
Ottawa, Ontario - Welch & Johnson.
Regina, Saskatchewan - Magneto Service Station.
*Toronto, Ontario - 350 Danforth Avenue - Barnes Battery & Ignition Co.
*Toronto, Ontario - 252 Victoria Street - Auto Electric Service Company, Ltd.
Vancouver, B. C. - 821 Hornby Street - Roy Howard, Ltd.
*Vancouver, B. C. - 15th, & Granville Sts - Big Chief Service Station.
Vancouver, B. C. - 1255 Seymour Street - Standard Equipment, Ltd.
Vancouver, B. C. - 847 Yates St. - Mechanical Motors.
Winnipeg, Manitoba - Beattie Auto Electric, Ltd.

Marvel Carburebter Company Export Distributors

Argentine, Buenos Aires - Calle Esmeralda 471 - Alexandro De Angelis.
Australia, Sydney - P. 0. Box 152 - Larke, Hoskins & Co., Ltd.
Belgium, Brussels - rue de l'Aqueduc 104 - Mertens & Straet.
Columbia Cali - Arboleda y Cia, S/A.

Columbia Bogota - Antonio Puerto y Cia, S /A.
Columbia Cali - Mariano Tenorio g.
Cuba, Havana - Infanta - 48-A - Lirna y Daybar.
Denmark, Copenhagen - Agersgate 27 Str. - Jens Anderson & Sonner.
Egypt, Alexandria - 15 Place des Canons - Albert Benin.
Finland, .Helsingfors - Alexandersgatan - Svend Orum.
Germany, Berlin - Halensee - Cicerastrasse 36 - Duetsche Motor ServiceHol-
land, Rotterdam - Van Oldenbarneveltstraat 69 - G. Van Dyk &
Company.
Jamaica, . Kingston - Motor Car & Supplies.
Norway, Oslo - Drrammensrsien - Sorenson og Balchen.
Panama, Ancon, Canal Zone-P. 0. Box 5033-Panazone Garage.
Porto Rica, San Juan - J. Ochoa y Hno.
Roumania, Bucarest - 53 Calea Victoriei - Leonida & . Co.
Sweden, Stockholm - Vasgatan 52-A/B Maskinaffaren Stieltjes
Uruguay, Montevideo - Rincon 729 - Clericetti y Barella

:

MODELS V, VB, VE, VH

V-10-722 - ESSEX SUPER SIX MODEL (1929)
V-3-10-778 - ESSEX SUPER SIX MODEL (1930)
VE-3-10-917 - ESSEX SUPER SIX MODEL (1931)
10-995 - ESSEX SUPER SIX MODEL (1932) - FIRST CARS
10-1505 - ESSEX SUPER SIX MODEL (1932) - LATER CARS

VB-10-724 - HUDSON SUPER SIX MODEL (1929)
VH-4-10-776 - HUDSON EIGHT MODEL (1930)
10-949 - HUDSON EIGHT MODEL (1931)
10-989 - HUDSON GREATER EIGHT MODEL (1932)
10-1533 - HUDSON SUPER SIX MODEL (1933)
10-1536 - HUDSON GREATER EIGHT MODEL (1933)

TYPE: - Automatic air valve updraft type with throttle operated economizer (all models), accelerating pump (V, V-3, VE-3, only), and Marvel Heat Control. Heat control on Hudson 1929 Model VB carburetor is throttle operated, dash regulated (manipulation of dash heat regulator lever is an operating adjustment). Heat control on Essex 1929-30-31 Models V, V-3, VE-3 carburetors and Hudson 1930-31 Model VH4 carburetor, carburetors is throttle operated with a seasonal control on the engine manifold. Heat control on 1932-33 Essex and 1932-33 Hudson models is automatic thermostatic control type (see description of all heat controls below).

NOTE: - Intermediate high speed jets are not used on the Essex Models 722 and 778 carburetors. This will not affect adjustment instructions given below. See Specification Table for complete jet assemblies.

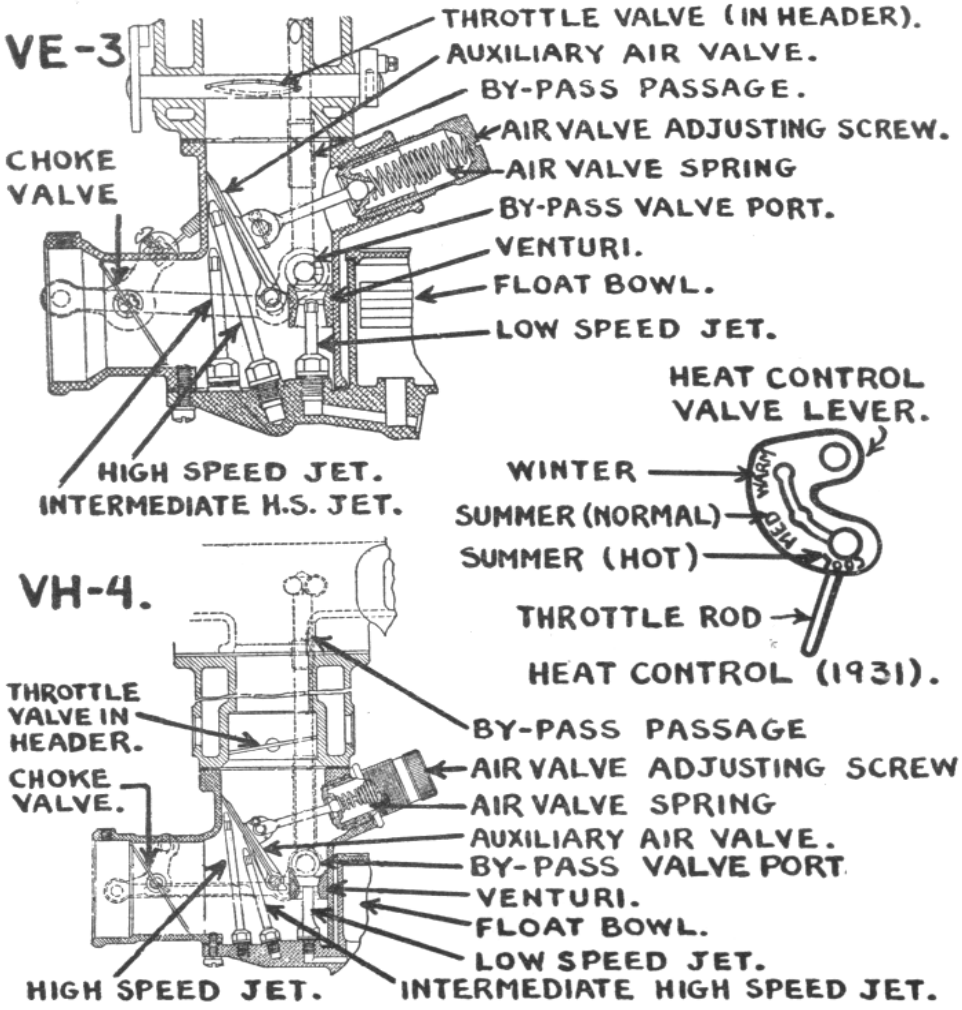
ADJUSTMENT: - On Hudson 1929 models place dash heat regulator lever in "Hot" position and leave lever in this position while adjusting carburetor On 1929-30-31 Essex models, 1930-31 Hudson models, see that throttle connection on heat control valve lever is in "Warm" position (see illustration) while carburetor is being adjusted. This is important. Make a preliminary adjustment of the air valve screw by turning screw in or out until end of screw is flush with end of ratchet spring. Warm up engine thoroughly. With engine warm and running, close throttle and allow engine to idle. Turn air valve screw In or clockwise until engine begins to roll (mixture too rich), turn screw out until engine begins to hesitate or miss (mixture too lean), then turn screw slowly in until engine fires smoothly. Adjust throttle lever stop screw for correct idling speed (7 MPH on Hudson-Essex models).

PERFORMANCE AND SPECIFICATIONS: - Performance should be satisfactory throughout entire driving range if air valve adjustment has been made correctly. Air valve spring length should not be changed and spring should be replaced if it has been tampered with. Jets should be changed only for permanent operation at elevations greater than 4000 feet. Standard and float high altitude jet calibrations are shown in Marvel Jet Specification table. Jet heights and clearances are shown in table below:

Carburetor	**Jet Heights**			**Jet Clearance**
	H.S. Jet	Inter. H.S. Jet	L.S. Nozzle	H.S Jet from Wall
10-722	2.666-2.699"		1 1/4"	.010"
10-724	2.964-2.997"	2.268-2.302"	1.271-1.291"	.016"
10-738	2.505-2.539"	-------	1 1/4"	.052"
10-749	2.802-2.836"	1.889-1.923"	1.211-1.274"	-------
10-776	2.964-2.997"	2.233-2.267"	1.271-1.281"	-------
10-778	2.776-2.810"	------	1 1/4"	.029"
10-947	2.746-2.776"	1.883-1.923"	1 1/4"	.030"
10-949	2.964-2.997"	2.233-2.267"	1.271-1.281"	.016"
10-989	2.964-2.997"	2.485-2.515"	1 9/32"	.018"
10-995	2.746-2.776"	1.883-1.923"	1 1/4"	.030"
10-1505	2.746-2.776"	1.883-1.923"	1 1/4"	.030"
10-1533	2.746-2.776"	1.883-1.923"	1 1/4"	.030"
10-1536	2.964-2.997"	2.485-2.515"	1 9/32"	.018"

ECONOMIZER: - Economizer consists of metering jet and metering pin connected to throttle lever (metering pin is part of accelerating pump plunger assembly on VE-3). Fuel supply for high speed jets is controlled by economizer at all partial throttle positions to assure maximum economy. At high speeds (60 MPH on VE-3 or 65-70 MPH on VH-4) or with wide open throttle, economizer permits greater fuel flow for maximum power. Economizer is not adjustable and does not require attention.

ACCELERATING PUMP: - V, V-3, VE-3, Models only. Accelerating pump is operated by throttle lever and discharges fuel to high speed jets when throttle is opened for acceleration. A check valve in the pump intake channel prevents fuel discharged by the pump flowing back into the float bowl. Accelerating pump used on Model VE3 carburetors is not adjustable and should not require attention.



Adjustment: - V, V-3, Models. Accelerating pump control rod pointer or handle is located on the float bowl cover. Pointer should be turned to position opposite “Winter” mark providing maximum pump discharge for cold weather or winter operation (heat control must be in “Warm” position). For warm weather operation change heat control to “Med.” position and If car performance is still sluggish change accelerating pump control pointer to “Summer” position. In this position the control rod prevents the check valve closing and allows some of the pump discharge to be by-passed back to the float bowl.

FLOAT LEVEL: - To check float level on all models, take off float bowl cover, remove gasket, measure distance from top edge of bowl to top of float with needle valve held closed. Correct float heights are given in the table below.

Do not attempt to change float level by bending float lever.

Car	Carburetor Model	Float Level
Essex 1929, 30	10-722, 778	5/16”
Essex 1931, 32, 33	10-947, 995, 1505, 1533	11/32”
Hudson 1929 to 1933	All Models	19/64”

HEAT CONTROL: - Carburetor header on all models is jacketed for exhaust gas heating. The exhaust gas flow through the jacket is controlled by a throttle operated rod so that the amount of heat applied is progressively decreased as the throttle is opened. In addition to the throttle control an operating adjustment (dash control) or seasonal adjustment (at the manifold) Is provided as follows:

1929 Hudson: - On these models a dash regulator lever is located under the instrument panel. This adjustment should be manipulated by the car operator and does not require attention except that lever must be placed in ”hot” position while the carburetor is being adjusted.

1929-31 Essex, 1930-31 Hudson: - On these models the throttle rod connection to the damper valve on the exhaust manifold is adjustable for three positions: ”Warm” or ”Hot” should be used for very cold temperatures or winter driving and when carburetor is being adjusted, ”Med” should be used for ordinary temperature ranges, ”Cool” should only be used for extremely hot temperatures (in excess of 100º F) or with high test gasoline. See illustration showing heat control valve or damper valve lever connections. Throttle rod must be placed in ”Hot” position while carburetor is being adjusted.

1932-33 Essex, 1932-33 Hudson: - On these models damper valve controlling exhaust gas flow through jacket is controlled by an automatic thermostat, This type requires no attention.

CHOKE: - Choke valve is held In position on choke valve shaft by a spring which allows choke to open against spring tension when engine begins to fire, preventing over-choking and assisting in warming up. Choke valve shaft also operates by-pass idling valve through a connecting lever. Adjust choke linkage so that choke valve is fully closed when choke control button on instrument panel is pulled all the way out and wide open with button pushed in.

1929 Essex Challenger

Serial Numbers 928658
Auto-Lite Generating, Starting and
Auto-Lite Ignition

BATTERY: - Exide, Type 3-XI-13-IG, 6 volt. The negative (-) terminal is grounded. Starting capacity (20 minute rate) is 98 amperes for 20 minutes. Lighting capacity (5 ampere rate) is 5 amperes for 17 hours. Battery Is mounted under the left front seat.

IGNITION: - Coil Model IG-4065. Coil Is mounted on the cylinder head at the front of the engine. Ignition current is 1.5-3 amperes at 6 volts with engine running and 3.4-5 amperes at 6 volts with engine stopped.

Distributor - Model IGB-4022. Breaker contacts separate .020-.024 Inch. Set contact gap by loosening lock nut on stationary contact mounting stud and turning up stud until correct gap is secured with breaker arm on lobe of cam. Breaker arm spring tension is 16-20 ounces. Distributor is full automatic. Automatic advance begins at 800 RPM of engine. Maximum automatic advance is 20 degrees (engine) reached at 4000 RPM An Electrolock Type 9-B ignition switch is standard equipment.

Mounting: - Distributor is mounted on the accessory shaft housing at the right of the engine. To remove distributor, disconnect Electrolock at the dash and remove the distributor head with cables intact. Then take off the nut on the taper pin in support housing and lift distributor and Electrolock assembly from place. The Electrolock can then be removed by taking off the nut on the terminal stud inside the distributor housing and withdrawing the Electrolock cable, ferrule and stud from the distributor housing.

Oiling: - Put 6 or 8 drops of light engine oil in the oiler on the side of the distributor each 500 miles of operation. Every 250 miles put one drop of oil on the breaker arm pivot pin. Every 5000 miles remove the distributor head and rotor and put a small bit of vaseline on the face of the breaker cam.

Timing: - Breaker contacts begin to open when the piston entering power stroke reaches top dead center with the breaker assembly fully retarded. To set timing, crank engine over until piston No. 1 enters compression stroke (the up stroke with both valves closed). Carefully turn engine over until the vertical mark on the flywheel which immediately precedes the top dead center mark 1DC1-6' coincides with the lower edge of the square Inspection hole in the flywheel housing at the rear of the engine on the right side. Then loosen nut on clamp bolt on side of distributor shaft housing and rotate distributor until contacts begin to open. Tighten the clamp bolt and connect the segment opposite the rotor to the spark plug in cylinder No. 1. Connect the remaining spark plugs in order clockwise around the distributor head.

Firing Order: Firing order - 1-5-3-6-2-4.

Spark Plugs: Spark plugs - 18MM. Metric. Gaps - .025 Inch.

VALVE TIMING: - Head diameter, 1-3/8 inches. Stem diameter, 5/16 inch. Stem length, 5-1/32". Valve lift, 5/16" (inlet), 21/64" (exhaust). Spring pressure, 50 pounds. Tappet clearance, .003-.005" (inlet) and .005-.007" (exhaust). Valve stem guides are removable. Valves with oversize stems are not made.

Timing: - Inlet valves open 7º after top dead center with the piston 1/64" down on inlet stroke. Tappet clearance must be .006".

To Check Valve Timing. Crank engine over until piston No. 1 is on top dead center entering power stroke. Set tappet clearance of No. I inlet valve at .005 inch. Turn engine over one complete revolution until piston is slightly past top dead center with a point on the flywheel 2 teeth past the top dead center mark 'D.C.1-6' even with the lower edge of the inspection hole in the housing. The inlet valve should begin to open at this point.

To Set Valve Timing. Turn crankshaft until piston No. 1 is slightly past top dead center. Turn camshaft in direction of rotation until No. 1 inlet valve is about to open. Then assemble chain so that the first marked chain pin is meshed between the two marked teeth on the camshaft sprocket and the second marked chain pin is between the two marked crankshaft teeth. The eccentric chain adjustment should be turned to the position of minimum adjustment when assembling chain.

Chain Adjustment. Timing chain is adjusted by rotating eccentric accessory sprocket mounting. To take up chain, loosen the three mounting bolts in the accessory bracket (the inner top and bottom bolts may have to be taken out to avoid striking the flange notches). Then use a special wrench to rotate the flange directly in front of the accessory bracket in a clockwise direction (facing toward front of car) until there is approximately 1/8 inch play on the circumference of the generator drive coupling. Tighten the mounting bolts. It may be necessary to back off the adjustment slightly to line up the bolt holes if the bolts have been taken out.

NOTE: - If the accessory bracket has been taken off the car, the pipe plug to the right and above the generator drive shaft should be taken out and 1-1/2 pints of engine oil poured into the housing before the engine is started.

STARTER: - Model MZ-4014. Starter is connected to the engine through an inboard Bendix drive. The direction of rotation is counter-clockwise, viewed from the commutator end. Brush spring tension is 21/2 pounds.

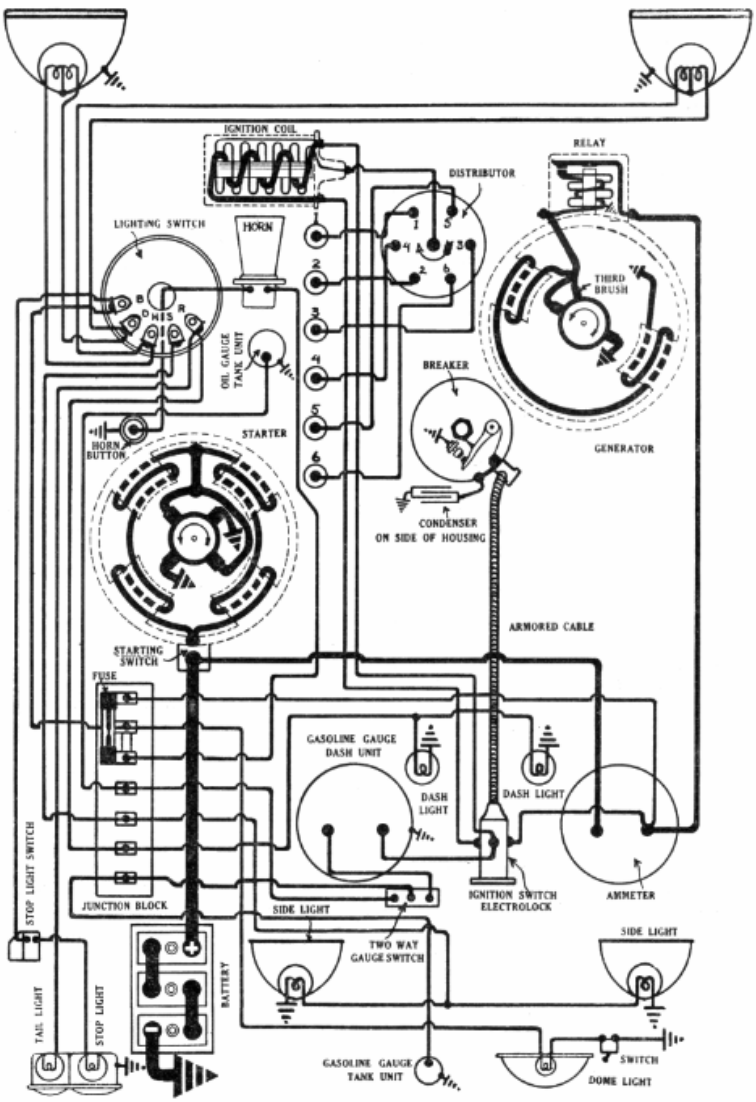
Starter switch - Model 2208-S. Switch is mounted on the starter field frame and Is controlled by a button on the dash.

Starter Data

Torque	RPM	Volts	Amperes
0 lb. ft .	Free	6	50
1.5 "	1800	5.2	150
2.5 "	1325	5.0	200
5.0 "	740	4.5	300
7.6 "	220	4.0	400
12.2 "	Lock	4.0	550

Mounting: - Starter is mounted by special flange at left of engine on forward side of flywheel housing. To remove starter, disconnect cable and lead to junction block. Then remove three flange mounting cap screws, pull starter

1929 Essex Challenger
Ser. No. 928658 up



forward to clear Bendix and lift from place. forward to clear Bendix and lift from place.

Oiling: - Starter bearings are oilless. They require no attention.

GENERATOR: - Model GAM-4101. The direction of rotation is counter-clockwise, viewed from the commutator end. Generator current regulation is by third brush shunt field. To adjust generator output, remove the commutator cover band and shift the third brush by tapping on the mounting stud with a screwdriver. Shift the third brush in a counter-clockwise direction to increase the charging rate and in the opposite direction to decrease the charging rate. The brush is held in position by friction between the mounting stud and the end plate. With standard car setting, the maximum charging rate is 15 amperes at 8 volts reached at 1350 R.P.M. or 25 miles per hour.

Generator Data

Amperes	Volts	RPM
0	6.5	620
2	6.9	710
5	7.1	830
10	7.8	1090
14	7.9	1490
15	8.0	1900

Motoring: - Generator draws 4.46-4.94 amperes at 6 volts. Shunt field current is 4.08-4.52 amperes at 6 volts. Brush spring tension is 22- 25 ounces (main brushes), 31-34 ounces (third brush).

Mounting: - Generator is cradle mounted at right of engine. To remove generator, disconnect generator lead and drive coupling and loosen mounting clamp band. Lift generator from place.

Oiling: - Put 4 or 5 drops of light engine oil in each of the generator bearing oilers every two weeks or each 500 miles of operation.

RELAY: - Model CB-4016. Relay is mounted on the generator end plate. Relay closes at 550 R.P.M. when the generator voltage reaches 7- 7.5 volts and opens with a discharge current of 0-2.5 amperes. Charging current at closing of contacts is approximately 2 amperes. Relay contact gap is .025-.035 inch. Air gap is .010-.030" with contacts closed.

LIGHTING: - Clum Switch, Model 8830. Lighting switch is mounted at base of steering column. Double filament headlights using a second 21 cp. filament instead of dimmers are standard equipment.

Position	Voltage	C. P.	Base	Mazda No.
Headlights are	6-8	21-21	D.C.	1110
Stop light Is	6-8	15	S.C.	87
Side, dash and tail lights	6-8	3	S.C.	63

NOTE: - Soreng-Manegold switch Model 2560-A also used.

FUSES: - Lighting fuse on junction block on dash is 20 ampere capacity.

PAINT SPECIFICATIONS COVERING

The GREATER HUDSON

and

ESSEX the CHALLENGER

1929

INDEX

HUDSON MOTOR CAR CO.

DETROIT, MICHIGAN

Source of Supply of all Paint Used in Manufacturing Hudson and Essex, 1929 Models

Armitage, Newark, N. J.
Ault & Wiborg, 507 Shelby, Detroit
Dibble Color Co., 1497 E. Grand Blvd., Detroit
Ditzler, 8000 W. Chicago, Detroit (Request list of Distributing Points)
Jones & Dabney, 4835 Woodward, Detroit
Rinshed Mason, 5971 Milford St., Detroit
Dupont De Nemurs, (Request list of Distributing Points)

ANTLER TAN – Dibble

BAYOU BLUE – Ditzler

BLUE HOUR – Dupont

CASHEW NUT TAN - Rinshed Mason, Ault and Wiborg, Ditzler

CHINESE RED - Rinshed Mason

CREAM COLOR DEEP - Jones and Dabney, Ditzler, Dupont, Ault and Wiborg, Rinshed Mason

DEVONSHIRE CREAM - Ault and Wiborg

DIANA BLUE - Armitage, Ditzler, Jones and Dabney

EMERALD GREEN EXTRA LIGHT- Ditzler, Jones and Dabney

EXTRA PERMANENT VERMILLION – Jones and Dabney, Rinshed Mason

FROSTY GREEN – Ditzler, Jones and Dabney

GAZELLE BROWN - Rinshed Mason

GENEVA BLUE - Jones and Dabney

GLENROCK GREEN - Jones and Dabney

HUDSON STANDARD BLUE - Jones and Dabney, Ault and Wiborg

IVORY JET BLACK - Dibble, Jones and Dabney, Ditzler, Dupont, Rinshed Mason, Ault and Wiborg

KARNAK GREEN - Dupont and Dabney

LORELEI BLUE - Dibble

MALAGA MAROON - Rinshed Mason, Ditzler

MARMORA GREEN - Ditzler

MARSHLAND GRAY - Jones and Dabney

MILANO BLUE - Jones and Dabney

MOUNTAIN MIST BLUE – Dupont

NARRAGANSETT BLUE – Ditzler

NEPTUNE BLUE – Ditzler

OLD IVORY-Ault and Wiborg, Jones and Dabney

ORIOLE RED - Rinshed Mason, Jones and Dabney

PHEASANT BLUE – Ditzler

PRAIRIE GRASS - Dupont

RESEDA GREEN - Rinshed Mason, Dupont

ROYAL CHARIOT RED - Ditzler, Rinshed Mason

RUST GOLD – Dupont

SEACREST GREEN – Ditzler

SEAL BROWN - Ault and Wiborg, Ditzler

SPANISH YELLOW - Jones and Dabney

SUNNYBROOK BLUE - Jones and Dabney, Ditzler, Ault and Wiborg, Armitage

TERRAPIN GRAY - Dibble, Jones and Dabney

TIOGA TAN - Dibble, Rinshed Mason, and Dabney

VALLIBLUE - Dupont

VENEZIA BLUE - Dibble

WOODLAWN GREEN- Armitage

Enamel and Dipping Lacquer, all Colors Used on Wheels, Shutters, etc., Supplied By Dibble Color Co.

Essex Coach
CARS 928663 to 953294

STANDARD NO OPTIONAL

UPPER BODY - Lorelie Blue
LOWER BODY - Lorelie Blue
BELT PANEL - Venezia Blue
Striped -Tioga Tan
Permanent Vermillion
BONNET- Lorelie Blue
WOOD WHEELS - Lorelie Blue
Striped - Tioga Tan
Permanent Vermillion
WIRE WHEELS - Black Enamel
[1] SHUTTER ASSY. - Ivory Jet Black
[2] FENDERS, SPLASH GUARDS ETC.
Ivory Jet Black Enamel

NOTES
[1] Changed to Lorelie Blue at car No. 929937
[2] Changed to Lorelie Blue at car No 944346

THIS COMBINATION USED
ON FIRST ESSEX COACHES
Signified by letters "QQ"

Essex Coach
CARS 933294 UPWARD

STANDARD COLOR

UPPER BODY - Malaga Maroon
LOWER BODY - Malaga Maroon
BELT PANEL - Ivory Jet Black
Striped -Extra

BONNET - Malaga Maroon
WOOD WHEELS - Malaga Maroon
Striped - Extra

WIRE WHEELS - Black Enamel
[1]SHUTTER ASSY. - Malaga Maroon
FENDERS, SPLASH GUARDS, ETC.--
Ivory Jet Black Enamel

NOTES
[1] Changed to Ivory Jet Black at car No. 958136

THIS IS KNOWN AS
"Dark Red" COMBINATION
Signified by letters"AA"

Essex Coach
CARS 953292 UPWARD

OPTION NO. 1

UPPER BODY - Hudson Standard Blue
LOWER BODY - Terrapin Gray
BELT PANEL - Geneva Blue
Striped - -Cream Color Deep
BONNET - Terrapin Gray
WOOD WHEELS - Terrapin Gray
Striped - Geneva Blue
WIRE WHEELS - Black Enamel
[1]SHUTTER ASSY. - Terrapin Gray
FENDERS, SPLASH GUARDS, ETC.
Ivory Jet Black Enamel

NOTES
[1]Changed to Ivory Jet Black at car No. 958136

THIS IS KNOWN AS
"Light Gray" COMBINATION
Signified by letter"M"

Essex Coach
CARS 953311 UPWARD

OPTION NO. 2

UPPER BODY - Gazelle Brown
LOWER BODY - Gazelle Brown
BELT PANEL - Cashew Nut Tan
Striped - Oriole Red
BONNET - Gazelle Brown
WOOD WHEELS - Cashew Nut Tan
* - * * Oriole Red
WIRE WHEELS - Black Enamel
[1]SHUTTER ASSY. - Gazelle Brown
FENDERS, SPLASH GUARDS, ETC.
Ivory Jet Black Enamel

NOTES
[1] Changed to Ivory Jet Black at car No. 958136

THIS IS KNOWN AS
Dark Brown COMBINATION
Signified by letter"S"

Essex Coach
CARS 953293 UPWARD

OPTION NO. 3

UPPER BODY - Ivory Jet Black
LOWER BODY - Woodlawn Green
BELT PANEL - Sunnybrook Blue
Striped - Cream Color Deep
BONNET Woodlawn Green
WOOD WHEELS - Sunnybrook Blue
Striped - Cream Color Deep
WIRE WHEELS - Black Enamel
[1] SHUTTER ASSY. - Woodlawn Green
FENDERS, SPLASH GUARDS, ETC
Ivory Jet Black Enamel

NOTES
[1] Changed to Ivory Jet Black at car No. 958136

THIS IS KNOWN AS
"Bluish Green." COMBINATION
Signified by letter"T"

Essex Coach
CARS 953314 UPWARD

OPTION NO. 4

UPPER BODY - Hudson Standard Blue
LOWER BODY - Hudson Standard Blue
BELT PANEL - Geneva Blue
Striped - Cream Color Deep
BONNET - Hudson Standard Blue
WOOD WHEELS - Geneva Blue
Striped - Cream Color Deep
WIRE WHEELS - Black Enamel
[1] SHUTTER ASSY. - Hudson Standard Blue
FENDERS, SPLASH GUARDS, ETC.
Ivory Jet Black Enamel

NOTES
[1] Changed to Ivory Jet Black at car No. 958136

THIS IS KNOWN AS
"Dark Blue" COMBINATION
Signified by letter"U"

Essex Coupe

CARS 928781 to 938857
STANDARD - NO OPTIONAL

UPPER BODY - Ivory Jet Black
LOWER BODY - Ivory Jet Black
BELT PANEL - Cream Color Deep
Striped - Ivory Jet Black
BONNET - Ivory Jet Black
[1] WOOD WHEELS - Cream Color Deep
Striped - Ivory Jet Black
WIRE WHEELS - Cream Color Deep
SHUTTER ASSY. - Ivory Jet Black
FENDERS, SPLASH GUARDS, ETC. -
Black Enamel

NOTES
[1] Wood Wheel Hub Flanges changed from Cream Color Deep to Ivory Jet Black, at car No. 930716

THIS COMBINATION USED
ON FIRST ESSEX COUPES
Signified by letters"K4"

Essex Coupe

CARS 938857 to 942389
STANDARD - NO OPTIONAL

UPPER BODY- Glenrock Green
LOWER BODY- Antler Tan
BELT PANEL - Marshland Gray
Striped - Spanish Yellow
BONNET - Antler Tan
WOOD WHEELS - Marshland Gray
Striped - Spanish Yellow
WIRE WHEELS - Black Enamel
SHUTTER ASSY. - Antler Tan
FENDERS, SPLASH GUARDS, ETC. -
Ivory Jet Black Enamel

Signified by letters"SS"

Essex Coupe

CARS 942389-950690
STANDARD - NO OPTIONAL

UPPER BODY - Ivory Jet Black
LOWER BODY - Ivory Jet Black
BELT PANEL - Cream Color Deep
Striped - Ivory Jet Black
BONNET - Ivory Jet Black
[1] WOOD WHEELS - Cream Color Deep
Striped - Ivory Jet Black
WIRE WHEELS - Cream Color Deep
SHUTTER ASSY. - Ivory Jet Black
FENDERS, SPLASH GUARDS, ETC.
Ivory Jet Black Enamel

NOTES
This combination considered standard on cars
NOTES No. 950690 to No. 953593
[1] Flanges - Ivory Jet Black [2]

THIS IS KNOWN AS
"Greenish Blue" COMBINATION
Signified by letters"K4" Signified by letter"K-2"

Essex Coupe

CARS 954551 UPWARD
OPTION NO. 1

UPPER BODY - Ivory Jet Black
LOWER BODY - Sunnybrook Blue
BELT PANEL - Woodlawn Green
Striped - Diana Blue
BONNET - Sunnybrook Blue
WOOD WHEELS - Sunnybrook Blue
Striped - Ivory Jet Black
WIRE WHEELS - Black Enamel
[2] SHUTTER ASSY. - Sunnybrook Blue
ENDERS, SPLASH GUARDS, ETC.
Black Eggshell Enamel

Changed to Ivory Jet Black at car No. 958575

Essex Coupe

CARS 953593 UPWARD
STANDARD COLOR

UPPER BODY - Ivory Jet Black
LOWER BODY - Ivory Jet Black
BELT PANEL - Cream Color Deep
Striped - Ivory Jet Black
BONNET - Ivory Jet Black
[1]WOOD WHEELS - Cream Color Deep
Striped - Ivory Jet Black
WIRE WHEELS - Cream Color Deep
SHUTTER ASSY. - Ivory Jet Black
FENDERS, SPLASH GUARDS, ETC.-
Ivory Jet Black Enamel

NOTES
[1] Flanges - Ivory Jet Black
This combination considered No. 1 Optional on cars No. 949997 to 953593

THIS IS KNOWN AS
"Black" COMBINATION
Signified by letter"K4"
Same as 3X Town Sedan No. 2

Essex Coupe

CARS 950686 UPWARD
OPTION NO. 3

UPPER BODY - Gazelle Brown
LOWER BODY - Gazelle Brown
BELT PANEL - Cream Color Deep
Striped - Oriole Red
BONNET - Gazelle Brown
WOOD WHEELS - Gazelle Brown
Striped - Cream Color Deep
WIRE WHEELS - Black Enamel
[1]SHUTTER ASSY. - Gazelle Brown
FENDERS, SPLASH GUARDS, ETC. -
Ivory Jet Black Enamel

NOTES
*Changed to Ivory Jet Black at car No. 958575

THIS IS KNOWN AS
"Dark Brown" COMBINATION
Signified by letter"M"
Signified by letter "S-3"

Essex Coupe

CARS 950689 UPWARD
OPTION NO. 2

UPPER BODY - Reseda Green
LOWER BODY - Reseda Green
BELT PANEL - Ivory Jet Black
Striped - Cream Color Deep
BONNET - Reseda Green
WOOD WHEELS - Reseda Green
Striped - Cream Color Deep
WIRE WHEELS - Black Enamel
[2] SHUTTERS ASSY. - Reseda Green
FENDERS, SPLASH GUARDS, ETC.-
Ivory Jet Black Enamel

NOTES
[2] Changed to Ivory Jet Black at car No. 958575

THIS IS KNOWN AS
"Dark Green" COMBINATION
Signified by letter"R-2"

Essex Coupe

CARS 950758 UPWARD
OPTION NO.4

UPPER BODY - Hudson Standard Blue
LOWER BODY - Terrapin Gray
BELT PANEL - Geneva Blue
Striped - Cream Color Deep
BONNET - Terrapin Gray
WOOD WHEELS - Terrapin Gray
Striped -Geneva Blue
WIRE WHEELS - Black Enamel
[2]SHUTTER ASSY. - Terrapin Gray
FENDERS, SPLASH GUARDS, ETC. -
Ivory Jet Black Enamel

NOTES
[2] Changed to Ivory Jet Black at car No. 958575

THIS IS KNOWN AS
"Light Gray" COMBINATION
Same as SX Coach No. 1

Essex Convertible Coupe

CARS 937531 UPWARD
STANDARD COLOR

UPPER BODY- Bayou Blue

LOWER BODY - Bayou Blue

BELT PANEL - Neptune Blue
Striped - Cream Color Deep

BONNET - Bayou Blue

WOOD WHEELS - Bayou Blue
Striped -Cream Color Deep

[1] WIRE WHEELS - Cream Color Deep

SHUTTER ASSY. - Bayou Blue

FENDERS, SPLASH GUARDS, ETC. - Bayou Blue

NOTES
WINDOW REVEALS - Neptune Blue
[1] DRUMS - Bayou Blue

STANDARD COLOR
NO OPTION
Signified by letters "CC"

Essex Roadster

CARS 935436 UPWARD
STANDARD COLOR

UPPER BODY - Royal Chariot Red

LOWER BODY - Royal Chariot Red

BELT MLDG. - Ivory Jet Black
Striped - Extra Permanent Vermillion

BONNET-Royal Chariot Red

WOOD WHEELS - Royal Chariot Red
Striped - Extra Permanent Vermillion

[1] WIRE WHEELS - Extra Permanent Vermillion

[2] SHUTTER ASSY. - Malaga Maroon

FENDERS, SPLASH GUARDS, ETC. - Malaga Maroon

NOTES
WINDSHIELD BELT PANEL - Malaga Maroon
[1] DRUMS - Malaga Maroon
[2] Changed to Ivory Jet Black at car No. 958136

STANDARD COLOR - NO OPTION
Signified by letters "EE"

Essex Phaeton

CARS 962383 UPWARD
STANDARD COLOR

UPPER BODY - Antler Tan

LOWER BODY - Antler Tan

BELT MLDG. - Ivory Jet Black
Striped - English Coach Vermillion

BONNET - Antler Tan

[1]WOOD WHEELS - Antler Tan
Striped - English Coach Vermillion

WIRE WHEELS - Black

SHUTTER ASSY. - Ivory Jet Black

FENDERS, SPLASH GUARDS, ETC.
Ivory Jet Black

NOTES
BETWEEN MLDG .- English Coach Vermillion
[1]FLANGES - Antler Tan

STANDARD COLOR
Signified by letters "DD"

Essex Phaeton

CARS 992313 AND UPWARD
OPTION NO. 1

UPPER BODY - Geneva Blue

LOWER BODY - Geneva Blue

BELT MLDG. - Ivory Jet Black
Striped - Cream Color Deep

BONNET - Geneva Blue

WOOD WHEELS - Geneva Blue
Striped - Crearn Color Deep

WIRE WHEELS - Ivory Jet Black

SHUTTER ASSY. - Ivory Jet Black

FENDERS, SPLASH GUARDS, ETC-
Ivory Jet Black

NOTES
BETWEEN MLDG. - Narragansett Blue.

Signified by letters "FFF"

Essex Standard Sedan

CARS 928665 to 948537
STANDARD COLOR - NO OPTION

UPPER BODY - Gazelle Brown

LOWER BODY- Gazelle Brown

BELT PANEL - Seal Brown
Striped-- -Devonshire Cream

BONNET - Gazelle Brown

WOOD WHEELS - Gazelle Brown
Striped - Devonshire Cream

WIRE WHEELS - Black Enamel

[1]SHUTTER ASSY. - Ivory Jet Black

[2]FENDERS, SPLASH GUARDS, ETC.-
Ivory Jet Black Enamel

NOTES
[1]Changed to Gazelle Brown at car No. 939275
[2]Running Board Splash Guards changed to
Gazelle Brown at car No. 944126

THIS COMBINATION USED
ON FIRST ESSEX STANDARD SEDANS .
Signified by letters "TT"

Essex Standard Sedan

CARS 948537 UPWARD
STANDARD COLOR

UPPER BODY - Reseda Green

LOWER BODY - Reseda Green

BELT PANEL - Ivory Jet Black
Striped-Cream Color Deep

BONNET - Reseda Green

WOOD WHEELS - Reseda Green
Striped - Cream Color Deep

WIRE WHEELS - Black Enamel

[1]SHUTTER ASSY. - Reseda Green

FENDERS, SPLASH GUARDS, ETC. -
Black Enamel

NOTES
[1]Changed to Ivory Jet Black at car No. 958210

THIS IS KNOWN AS
'Dark Green" COMBINATION
Signified by letters "FF"

Essex Standard Sedan

CARS 948537 UPWARD
OPTION NO. 1

UPPER BODY - Ivory Jet Black

LOWER BODY - Cashew Nut Tan

BELT PANEL - Gazelle Brown
Striped - Oriole Red

BONNET - Cashew Nut Tan

WOOD WHEELS - Cashew Nut Tan
Striped - Oriole Red

WIRE WHEELS - Black Enamel

[1]SHUTTER ASSY. - Cashew Nut Tan

FENDERS, SPLASH GUARDS, ETC. -
Ivory Jet Black Enamel

NOTES
[1]Changed to Ivory Jet Black at car No. 958210

THIS is KNOWN AS
"Light Brown" COMBINATION
Signified by letter "V"

Essex Standard Sedan

CARS 948537 UPWARD
OPTION NO. 2

UPPER BODY - Geneva Blue

LOWER BODY - Geneva Blue

BELT PANEL - Terrapin Gray
Striped - Ivory Jet Black

BONNET - Geneva Blue

WOOD WHEELS - Terrapin Gray
Striped - Ivory Jet Black

WIRE WHEELS - Black Enamel

[2]SHUTTER ASSY. - Geneva Blue

FENDERS SPLASH GUARDS, ETC. -
Ivory Jet Black Enamel

NOTES
[2]Changed to Ivory Jet Black at car No. 9.58210

THIS IS KNOWN AS
"Light Blue" COMBINATION
Signified by letter "0-2"

Essex Standard Sedan

CARS 948537 UPWARD
OPTION NO.3

UPPER BODY - Ivory Jet Black

LOWER BODY Ivory Jet Black

BELT PANEL - Reseda Green
Striped - Cream Color Deep

BONNET - Ivory Jet Black

WOOD WHEELS - Reseda Green
Striped - Cream Color Deep

WIRE WHEELS - Black Enamel

SHUTTER ASSY. - Ivory Jet Black

FENDERS, SPLASH GUARDS, ETC. -
Ivory Jet Black Enamel

NOTES
THIS IS KNOWN AS
"Black" COMBINATION
Signified by letter "K-3"

Essex Standard Sedan

CARS 948537 UPWARD
OPTION NO. 4

UPPER BODY - Gazelle Brown

LOWER BODY - Gazelle Brown

BELT PANEL - Cashew Nut Tan
Striped - Ivory Jet Black

BONNET - Gazelle Brown

WOOD WHEELS - Gazelle Brown
Striped - Ivory Jet Black

WIRE WHEELS - Black Enamel

[1]SHUTTER ASSY. - Gazelle Brown

FENDERS, SPLASH GUARDS, ETC. -
Ivory Jet Black Enamel

NOTES
[1]Changed to Ivory Jet Black at car No. 958210
THIS IS KNOWN AS
"Dark Brown" COMBINATION
Signified by letter "S-2"

Essex Town Sedan

CARS 931386 to 949350
STANDARD COLOR - NO OPTION

UPPER BODY - Geneva Blue

LOWER BODY - Geneva Blue

BELT PANEL - Ivory Jet Black
Striped - Crearn Color Deep

BONNET - Geneva Blue

WOOD WHEELS - Geneva Blue
Striped - Crearn Color Deep

[1]WIRE WHEELS-Cream Color Deep

SHUTTER ASSY. - Geneva Blue

FENDERS, SPLASH GUARDS, ETC. -
Geneva Blue

NOTES
[1]DRUMS - Geneva Blue
THIS COMBINATION USED
ON FIRST ESSEX TOWN SEDANS
Signified by letters "UU"

Essex Town Sedan

CARS 949350 UPWARD
STANDARD COLOR

UPPER BODY - Ivory Jet Black

LOWER BODY - Hudson Standard Blue

BELT PANEL - Geneva Blue
Striped - Cream Color Deep

BONNET - Hudson Standard Blue

WOOD WHEELS - Geneva Blue
Striped - Cream Color Deep

[1]WIRE WHEELS-Cream Color Deep

[2]SHUTTER ASSY. - Hudson Standard

FENDERS, SPLASH GUARDS, ETC. -
Hudson Standard Blue

NOTES
[1]DRUMS - Hudson Standard Blue
Changed to Ivory Jet Black at car No. 957847
THIS IS KNOWN AS
"Dark Blue" COMBINATION
Signified by letters "GG"

Essex Town Sedan

CARS 949348 UPWARD
OPTION NO. 1

UPPER BODY - Geneva Blue

LOWER BODY - Geneva Blue

BELT PANEL - Ivory Jet Black
Striped - Cream Color Deep

BONNET - Geneva Blue

WOOD WHEELS - Geneva Blue
Striped - Cream Color Deep

WIRE WHEELS - Cream Color Deep

[2]SHUTTER ASSY. - Geneva Blue

FENDERS, SPLASH GUARDS, ETC. -
Geneva Blue

NOTES
[2]Changed to Ivory Jet Black at car 957847

THIS IS KNOWN AS
"Light Blue" COMBINATION
Signified by letter "0-3"

Essex Town Sedan

CARS 949341 UPWARD
OPTION NO. 2

UPPER BODY - Ivory Jet Black

LOWER BODY - Ivory Jet Black

BELT PANEL - Cream Color Deep
Striped - Ivory Jet Black

BONNET - Ivory Jet Black

[1]WOOD WHEELS - Cream Color Deep
Striped - Ivory Jet Black

WIRE WHEELS - Cream Color Deep

SHUTTER ASSY. - Ivory Jet Black

FENDERS, SPLASH GUARDS, ETC. -
Ivory Jet Black Enamel

NOTES
'FLANGES- Ivory Jet Black

THIS IS KNOWN AS
"Black" COMBINATION
Signified by letter "K-4"
Same as SX Coupe Standard

Essex Town Sedan

CARS 949357 UPWARD
OPTION NO.3

UPPER BODY - Hudson Standard Blue

LOWER BODY - Terrapin Gray

BELT PANEL - Geneva Blue
Striped - Cream Color Deep

BONNET -Terrapin Gray

WOOD WHEELS - Geneva Blue
Striped - Cream Color Deep

WIRE WHEELS----Cream Color Deep

[1]SHUTTER ASSY.- Terrapin Gray

FENDERS, SPLASH GUARDS, ETC. -
Terrapin Gray

NOTES
[1] Changed to Ivory Jet Black at car No. 957847

THIS IS KNOWN AS
"Light Gray" COMBINATION
Signified by letter "M-l"

Essex Town Sedan

CARS 954683 UPWARD
OPTION NO.4

UPPER BODY - Ivory Jet Black

LOWER BODY - Malaga Maroon

BELT PANEL - Royal Chariot Red
Striped - Ivory Jet Black

BONNET - MaIaga Maroon

WOOD WHEELS - Royal Chariot Red
Striped - Ivory Jet Black

WIRE WHEELS- Extra Permanent Vermillion

[1]SHUTTER ASSY. - Malaga Maroon

FENDERS, SPLASH GUARDS, ETC.
Malaga Maroon

NOTES
[1] Changed to Ivory Jet Black at car No. 957847

THIS IS KNOWN AS
'Dark Red" COMBINATION
Signified by letter "H"

Hudson Coach
CARS 825416 UPWARD

STANDARD COLOR NO OPTION

UPPER BODY - Hudson Standard Blue

LOWER BODY - Terrapin Gray

BELT PANEL - Hudson Standard Blue
Striped - Cream Color Deep

BONNET - Terrapin Gray

[1]WOOD WHEELS - Terrapin Gray
Striped - Hudson Standard Blue

WIRE WHEELS - Cream Color Deep

SHUTTER ASSY. - Terrapin Gray

FENDERS SPLASH GUARDS, ETC. -
Terrapin Gray

NOTES
[1] FLANGES - Hudson Standard Blue
++DRUMS-Terrapin Gray

THIS COMBINATION USED
ON FIRST HUDSON COACHES
Signified by letters "V V"

Hudson Coach
CARS 831903 UPWARD

STANDARD COLOR

UPPER BODY - Hudson Standard Blue

LOWER BODY - Geneva Blue

BELT PANEL - Terrapin Gray
Striped - Milano Blue

BONNET - Geneva Blue

[1]WOOD WHEELS - Terrapin Gray
Striped - Milano Blue

WIRE WHEELS - Cream Color Deep

SHUTTER ASSY. - Geneva Blue

FENDERS, SPLASH GUARDS, ETC.-
Geneva Blue

NOTES
[1] FLANGES - Hudson Standard Blue

THIS IS KNOWN AS
"Light Blue" COMBINATION
Signified by letters "HH"

Hudson Coach
CARS 832856 UPWARD

OPTION NO. 1

UPPER BODY - Ivory Jet Black

LOWER BODY - Malaga Maroon

BELT PANEL - Royal Chariot Red
Striped - Ivory Jet Black

BONNET-- Malaga Maroon

[1]WOOD WHEELS - Royal Chariot Red
Striped - Ivory Jet Black

[2]WIRE WHEELS - Extra Permanent Vermillion

SHUTTER ASSY. - Hudson Standard Blue

FENDERS, SPLASH GUARDS, ETC.
Malaga Maroon

NOTES

[1] FLANGES-Ivory Jet Black
[2] DRUMS-Malaga Maroon

THIS IS KNOWN AS
"Dark Red" COMBINATION
Signified by letter "H"

Hudson Coach
CARS 831846 UPWARD

OPTION NO. 2

UPPER BODY - Ivory Jet Black

LOWER BODY - Hudson Standard Blue

BELT PANEL - Geneva Blue
Striped - Cream Color Deep

BONNET - Hudson Standard Blue

[1]WOOD WHEELS - Geneva Blue
Striped - Cream Color Deep

WIRE WHEELS - Cream Color Deep

SHUTTER ASSY. - Malaga Maroon

FENDERS, SPLASH GUARDS, ETC.
Hudson Standard Blue

NOTES

[1]FLANGES - Ivory Jet Black

THIS IS KNOWN AS
"Dark Blue" COMBINATION
Signified by letter "J"

Hudson Coach

CARS 831907 UPWARD

OPTION NO. 3

UPPER BODY - Ivory Jet Black

LOWER BODY - Ivory Jet Black

BELT PANEL - Cream Color Deep
Striped - Ivory Jet Black

BONNET - Ivory Jet Black

[1]WOOD WHEELS - Cream Color Deep
Striped - Ivory Jet Black

WIRE WHEELS - Cream Color Deep

SHUTTER ASSY. - Ivory Jet Black

FENDERS, SPLASH GUARDS, ETC.-
Ivory Jet Black

NOTES
[1] FLANGES - Ivory Jet Black
DRUMS - Ivory Jet Black

THIS IS KNOWN AS
"Black" COMBINATION
Signified by letter "K4"

Hudson Coach

CARS 831878 UPWARD

OPTION NO. 4

UPPER BODY - Geneva Blue

LOWER BODY - Terrapin Gray

BELT PANEL - Hudson Standard Blue
Striped - Cream Color Deep

BONNET - Terrapin Gray

[1]WOOD WHEELS - Terrapin Gray
Striped - Hudson Standard Blue

WIRE WHEELS - Cream Color Deep

SHUTTER ASSY. - Terrapin Gray

FENDERS, SPLASH GUARDS, ETC.-
Geneva Blue

NOTES
[1] FLANGES - Hudson Standard Blue
DRUMS - Geneva Blue

THIS IS KNOWN AS
"Light Gray" COMBINATION
Signified by letter "L"

Hudson Coupe
CARS 825468 to 830360

STANDARD COLOR - NO OPTION

UPPER BODY - Gazelle Brown

LOWER BODY - Cashew Nut Tan

BELT PANEL - Gazelle Brown
Striped - Chinese Red

BONNET - Cashew Nut Brown

[1]WOOD WHEELS - Cashew Nut Tan
Striped - Chinese Red

WIRE WHEELS - Chinese Red

SHUTTER ASSY. - Cashew Nut Tan

FENDERS, SPLASH GUARDS, ETC. -
Gazelle Brown

NOTES
[1] FLANGES - Chinese Red

THIS COMBINATION USED
ON FIRST HUDSON COUPES
Signified by letters "WW"

Hudson Coupe
CARS 830360 to 832272

STANDARD COLOR

UPPER BODY - Malaga Maroon

LOWER BODY - Royal Chariot Red

BELT PANEL - Malaga Maroon
Striped - Extra Permanent Vermillion

BONNET - Royal Chariot Red

[1]WOOD WHEELS - Royal Chariot Red
Striped - Extra Permanent Vermillion

WIRE WHEELS - Extra Permanent Vermillion

SHUTTER ASSY. - Royal Chariot Red

FENDERS - Malaga Maroon

RUNNING BOARD, SPLASH GUARDS –
Royal Chariot Red

NOTES
[1] FLANGES - Malaga Maroon

THIS IS KNOWN AS
"Light Red" COMBINATION
Signified by letters "JJ"

Hudson Coupe
CARS 832369 UPWARD

OPTION NO. 1

UPPER BODY - Ivory Jet Black

LOWER BODY - Ivory Jet Black

BELT PANEL - Malaga Maroon
Striped - Extra Permanent Vermillion

BONNET - Ivory Jet Black

[1]WOOD WHEELS - Malaga Maroon
Striped - Extra Permanent Vermillion

WIRE WHEELS - Extra Permanent Vermillion

SHUTTER ASSY. - Antler Tan

FENDERS, SPLASH GUARDS, ETC-
Ivory Jet Black

NOTES
[1] FLANGES - Ivory Jet Black

THIS IS KNOWN AS
"Black" COMBINATION
Signified by letter "K-l"

Hudson Coupe
CARS 832272 UPWARD

OPTION NO. 2

UPPER BODY - Ivory Jet Black

LOWER BODY - Antler Tan

BELT PANEL - Reseda Green
Striped - Tioga Tan

BONNET - Antler Tan

[1]WOOD WHEELS - Antler Tan
Striped - Ivory Jet Black

WIRE WHEELS - Tioga Tan

SHUTTER ASSY. - Ivory Jet Black

FENDERS- -Reseda Green

RUNNING BOARD, SPLASHGUARDS
Antler Tan

NOTES
[1] FLANGES - Ivory Jet Black

THIS IS KNOWN AS
"Tan" COMBINATION
Signified by letter "N"

Hudson Coupe

CARS 832333 UPWARD

OPTION NO. 3

UPPER BODY - Geneva Blue

LOWER BODY - Geneva Blue

BELT PANEL - Cashew Nut Tan
Striped - Ivory Jet Black

BONNET - Geneva Blue

[1]WOOD WHEELS - Cashew Nut Tan
Striped - Ivory Jet Black

WIRE WHEELS - Tioga Tan

SHUTTER ASSY. - Geneva Blue

FENDERS - Cashew Nut Tan

RUNNING BOARD, SPLASH GUARDS - Geneva Blue

NOTES

[1]FLANGES - Geneva Blue

THIS IS KNOWN AS
"Light Blue" COMBINATION
Signified by letter "0-1"

Hudson Coupe

CARS 832316 UPWARD

OPTION NO.4

UPPER BODY - Geneva Blue

LOWER BODY - Terrapin Gray

BELT PANEL - Hudson Standard Blue
Striped - Cream Color Deep

BONNET - Terrapin Gray

[1]WOOD WHEELS - Hudson Standard Blue
Striped - Cream Color Deep

WIRE WHEELS - Cream Color Deep

SHUTTER ASSY. - Terrapin Gray

FENDERS, SPLASH GUARDS, ETC. - Terrapin Gray

NOTES

[1]FLANGES- --Geneva Blue

THIS IS KNOWN AS
"Light Gray" COMBINATION
Signified by letter "L"

Hudson Convertible Coupe

CARS 827004 UPWARD
STANDARD COLOR

UPPER BODY - Frosty Green

LOWER BODY - Frosty Green

BELT MOULDING - Seacrest Green
Striped - Cream Color Deep

BONNET - Frosty Green

WOOD WHEELS - Frosty Green
Striped - Cream Color Deep

[1]WIRE WHEELS - Cream Color Deep

SHUTTER ASSY. - Frosty Green

FENDERS, SPLASH GUARDS, ETC.
Frosty Green

NOTES
[1]DRUMS - Frosty Green

STANDARD COLOR - NO OPTION
Signified by letters "KK"

Hudson Victoria

CARS 825421 to 829424
832858 UPWARD

STANDARD COLOR

UPPER BODY – Ivory Jet Black

LOWER BODY – Reseda Green

BELT PANEL – Ivory Jet Black
Striped – Cream Color Deep

BONNET – Reseda Green

WIRE WHEELS – Cream Color Deep

SHUTTER ASSY. – Reseda Green

FENDERS, SPLASH GUARDS, ETC –
Reseda Green

NOTES

STANDARD COLOR – NO OPTION
Signified by letters "PP"

Hudson Town Sedan

CARS 827844 UPWARD
STANDARD COLOR

UPPER BODY – Hudson Standard Blue

LOWER BODY – Hudson Standard Blue

BELT MLDG. – Upper – Ivory Jet Bla,c

BELT MLDG. – Lower – Hudson Standard Blue
Both Striped – Old Ivory
[1]WOOD WHEELS – Hudson Standard Blue
Striped – Old Ivory

[2]WIRE WHEELS – Old Ivory

SHUTTER ASSY. – Ivory Jet Black

FENDERS, SPLASH GUARDS, ETC. -
Ivory Jet Black

NOTES
[1] FLANGES – Ivory Jet Black
[2] DRUMS - Black

STANDARD COLOR – NO OPTION
Signified by letters "QQ"

Hudson 122" Phaeton

CARS 836383 UPWARD

STANDARD COLOR

UPPER BODY – Terrapin Gray

LOWER BODY – Terrapin Gray

BELT MLDGS. – Hudson Standard Blue
Striped – Old Ivory

BONNET – Terrapin Gray

WOOD WHEELS – Terrapin Gray
Striped – Hudson Standard Blue

[1]WIRE WHEELS – Old Ivory

SHUTTER ASSY. – Terrapin Gray

FENDERS, SPLASH GUARDS, ETC. -
Terrapin Gray

Hudson Landau Sedan

CARS 825419 to 827429

STANDARD COLOR

UPPER BODY - Cashew Nut Tan

LOWER BODY - Cashew Nut Tan

BELT MLDG. - Seal Brown
Striped - Devonshire Cream

BONNET-Cashew Nut Tan

[1]WOOD WHEELS - Cashew Nut Tan
Striped - Devonshire Cream

WIRE WHEELS - Cream Color Deep

SHUTTER ASSY. - Cashew Nut Tan

FENDERS, SPLASH GUARDS, ETC.-
Seal Brown

NOTES
[1] FLANGES - Seal Brown

STANDARD COLOR - NO OPTION
Signified by letters "XX"

Hudson Roadster

CARS 826719 UPWARD
STANDARD COLOR

UPPER BODY – Ivory Jet Black

LOWER BODY – Ivory Jet Black

BELT MLDG. – Mamora Green

BONNET – Ivory Jet Black

[1]WOOD WHEELS – Emerald Green – Extra Lite

WIRE WHEELS – Emerald Green – Extra Lite

FENDERS, ETC. – Emerald Green – Extra Lite

RUNNING BOARD, SPLASH GUARDS –
Ivory Jet Black

NOTES
[1] FLANGES – Ivory Jet Black

STANDARD COLOR – NO OPTION
Signified by letters “LL”

Hudson Landau Sedan

CARS 827429 UPWARD

STANDARD COLOR

UPPER BODY - Ivory Jet Black

LOWER BODY - Sunnybrook Blue

BELT MLDG. - Ivory Jet Black
Striped - Diana Blue

BONNET - Sunnybrook Blue

WOOD WHEELS - Sunnybrook Blue
Striped - Ivory Jet Black

[1]WIRE WHEELS - Sunnybrook Blue

SHUTTER ASSY. - Sunnybrook Blue

FENDERS, ETC.--Ivory Jet Black

RUNNING BOARD, SPLASH GUARDS-
Sunnybrook Blue

NOTES
[1] DRUMS - Ivory Jet Black

STANDARD COLOR - NO OPTION
Signified by letters "MM"

Hudson 139”
Limousine Sedan

CARS 41384 UPWARD

STANDARD COLOR

UPPER BODY- Ivory Jet Black

LOWER BODY- Valliblue

BELT PANEL – Pheasant Blue
Striped – Cream Color Deep

BONNET - Valliblue

WIRE WHEELS – Cream Color Deep

SHUTTER ASSY. - Valliblue

FENDERS, SPLASH GUARDS, ETC.
Ivory Jet Black

Signified by letters “CCC”

Hudson 139”
5-Pass. Phaeton

CARS 41384 UPWARD

STANDARD COLOR

UPPER BODY – Mountain Mist Blue

LOWER BODY – Mountain Mist Blue

BELT MLDG. – Blue Hour
Striped – Cream Color Deep

BONNET – Mountain Mist Blue

WIRE WHEELS – Cream Color Deep

SHUTTER ASSY. – Mountain Mist Blue

FENDERS, SPLASH GUARDS, ETC. –
Blue Hour

Signified by letters “EEE”

Hudson 139”
5-Pass. Sedan

FIRST CARS AND UPWARD

STANDARD COLOR – NO OPTION

UPPER BODY – Ivory Jet Black

LOWER BODY – Ivory Jet Black

[1]BELT PANEL – Karnack Green
Striped – Ivory Jet Black

[2]WIRE WHEELS – Karnak Green

SHUTTER ASSY. – Ivory Jet Black

FENDERS, SPLASH GUARDS, ETC -
Karnak Green. Changed to Ivory Jet Black
Black on Car 41905

NOTES

[1] Changed from Karnak Green to Ivory Jet Black with a Silver stripe at Car No. 41905

[2] Changed from Karnak Green to Aluminum Bronze at Car No. 41905.

Signified by letters “AAA”

Hudson 139”
7-Pass. Sedan

CARS 41384 UPWARD

STANDARD COLOR – NO OPTION

UPPER BODY – Pheasant Blue

LOWER BODY – Valliblue

BELT PANEL – Pheasant Blue
Striped – Cream Color Deep

WIRE WHEELS – Cream Color Deep

SHUTTER ASSY. – Valliblue

FENDERS, ETC. – Pheasant Blue

RUNNING BOARD, SPLASH GUARDS –
Valliblue

Signified by letters “BB”

Hudson 139”
7-Pass. Phaeton

CARS 413845UPWARD

STANDARD COLOR

UPPER BODY – Mountain Mist Blue

LOWER BODY – Mountain Mist Blue

BELT PANEL – Blue Hour
Striped – Cream Color Deep

BONNET – Mountain Mist Blue

WIRE WHEELS – Cream Color Deep

SHUTTER ASSY. – Mountain Mist Blue

FENDERS, SPLASH GUARDS ETC. –
Blue Hour

Signified by letters “EEE”