

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 bearings	3	Crank pin diameter	1-13/16"
No. 1 (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
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**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**

	<i>Make</i>	<i>Mazda No.</i>	<i>C. P.</i>	<i>Base</i>	<i>Voltage</i>
Head	Mazda	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
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**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.)	1 quart		
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	Timken 3188 and 3120
Type of drive	Spiral bevel	Differential brg. - right	Timken 336 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°	Inclination	1°

**STANDARD BRAKES**

Type	Bendix 4-wheel brakes
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**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 rear 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**

	<u>Front spring</u>		<u>Rear Spring</u>	
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. 1 is good only for 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 one 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 gear 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 \_\_\_\_\_

	<i>Phaeton</i>	<i>Std. Road.</i>	<i>Conv. Coupe</i>	<i>Std. Coupe</i>	<i>Coach</i>	<i>Sedan</i>	<i>Town Sedan</i>
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	

REVISED JANUARY, 1929  
 Essex Super Six-Body Details  
 1929 Models

Car Serial No. 928,658 to \_\_\_\_\_

	<i>Phaeton</i>	<i>Std. Coupe</i>	<i>Convertible Coupe</i>	<i>Coach</i>	<i>Std. Sedan</i>	<i>Town Sedan</i>	<i>Roadster</i>
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

# 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 7° 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. 1 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.

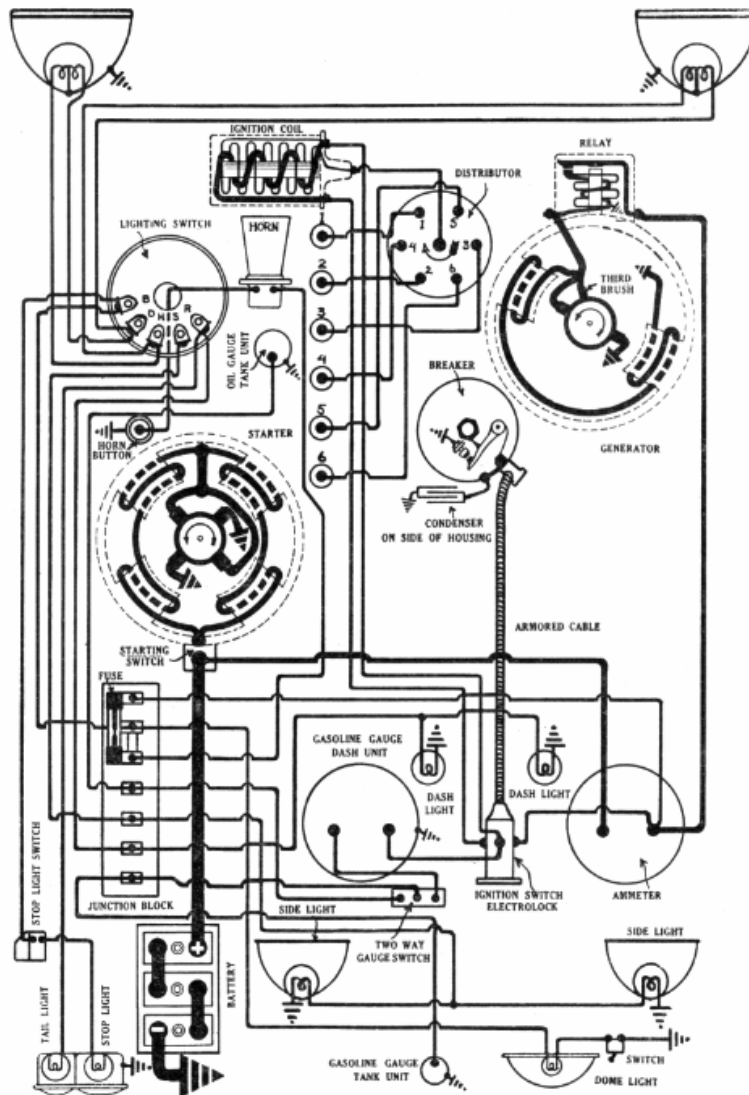
**STARTER:** - **Model MZ-4014.** Starter is connected to the engine through an inboard Bendix drive. The direction of rotation is counter-clockwise, viewed from the commutator end. Brush spring tension is 21/2 pounds.

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

Torque		Starter Data		
		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



Starter (Cont'd)

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  
ESSEX the CHALLENGER

and

DOVER COMMERCIAL CAR

1929

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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)  
V. E. P. Co., Pontiac, Mich.

COLOR NAME	MANUFACTURER	Color Number	COLOR NAME	MANUFACTURER	Color Number
ANTLER TAN - Dibble		1	MALAY BROWN - Dibble		24
BAYOU BLUE - Ditzler		2	MARMORA GREEN - Ditzler		25
BLUE HOUR - Dupont		3	MARSHLAND GRAY - Jones and Dabney		26
BREWSTER GREEN - Rinshed Mason		4	MILANO BLUE - Jones and Dabney		27
CASHEW NUT TAN - Rinshed Mason, Ault and Wiborg, Ditzler		5	MOUNTAIN MIST BLUE - Dupont		28
CHINESE RED - Rinshed Mason		6	NARRAGANSETT BLUE - Ditzler		29
CREAM COLOR DEEP - Jones and Dabney, Ditzler, Dupont, Ault and Wiborg, Rinshed Mason		7	NEBRASKA GREEN - Armitage		30
DERBY BROWN - Jones and Dabney		8	NEPTUNE BLUE - Ditzler		31
DEVONSHIRE CREAM-Ault and Wiborg, Dabney		9	OLD IVORY - Ault and Wiborg, Jones and Dabney		32
ELIZABETHAN BLUE - Rinshed Mason		10	ORIOLE RED - Rinshed Mason, Jones and Dabney		33
EMERALD GREEN EXTRA LIGHT - Ditzler, Jones and Dabney		11	PHEASANT BLUE - Ditzler		35
EXTRA PERMANENT VERMILION - Jones and Dabney, Rinshed Mason	13	12	PRAIRIE GRASS - Dupont		36
FROSTY GREEN - Ditzler, Jones and Dabney		14	RESEDA GREEN - Rinshed Mason, Dupont.		37
GAZELLE BROWN - Rinshed Mason		15	RIMINI BLUE - Rinshed Mason		38
GENEVA BLUE - Jones and Dabney		16	ROYAL CHARIOT RED - Ditzler, Rinshed Mason		39
GLENROCK GREEN - Jones and Dabney		17	RUST GOLD - Dupont		40
HIGHWAY GRAY - Dibble		18	SEACREST GREEN - Ditzler		41
HUDSON STANDARD BLUE - Jones and Dabney, Ault and Wiborg		19	SEAL BROWN - Ault and Wiborg, Ditzler		42
IVORY JET BLACK - Dibble, Jones Dabney, Ditzler, Dupont, Rinshed Mason, Ault and Wiborg		20	SPANISH YELLOW - Jones and Dabney		43
KARNAK GREEN - Dupont		21	SUNNYBROOK BLUE - Jones and Dabney, Ditzler, Ault and Wiborg, Armitage		44
LORELEI BLUE - Dibble		22	TARANTO RED - Rinshed Mason		45
MALAGA MAROON - Rinshed Mason, Ditzler		23	TERRAPIN GRAY - Dibble, Jones and and Dabney		46
			THORNE BROWN - Jones and Dabney		47
			TIOGA TAN - Dibble, Rinshed Mason, Jones and Dabney		48
			VALLIBLUE - Dupont		49
			VENEZIA BLUE - Dibble		50
			WOODLAWN GREEN - Armitage		51

*Color numbers refer to color chart*

**Essex Coach**

	STANDARD	No.1 OPTION	No. 2 OPTION	No. 3 OPTION	No. 4 OPTION
STARTING CAR SERIAL NO.	1135350 up	1135348 up	1135369 up	1135365 up	1135387 up
UPPER BODY	Ivory Jet Black	Elizabethan Blue	Ivory Jet Black	Nebraska Green	Thorne Brown
LOWER BODY	Ivory Jet Black	Elizabethan Blue	Malay Brown	Nebraska Green	Malaga Maroon
BELT PANEL	Pharaoh Green	Hudson Std. Blue	Taranto Red	Ivory Jet Black	Deep Cream
BELT PANEL STRIPE	Deep Cream	Deep Cream	Deep Cream	Emerald Green	Taranto Red
BONNET	Ivory Jet Black	Elizabethan Blue	Malay Brown	Nebraska Green	Malaga Maroon
WOOD WHEELS	Pharaoh Green	Elizabethan Blue	Malay Brown	Nebraska Green	Malaga Brown
WOOD WHEELS STRIPE	Deep Cream	Deep Cream	Taranto Red	Emerald Green	Deep Cream
WOOD WHEELS FLANGES	Pharaoh Green	Elizabethan Blue	Malay Brown	Nebraska Green	Malaga Maroon
WIRE WHEELS	Deep Cream	Deep Cream	Deep Cream	Emerald Green	Deep Cream
WIRE WHEELS DRUMS	Ivory Jet Black	Black	Black	Black	Black
SHUTTER ASSY.	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black
FENDERS, SPLASH GUARDS, ETC.	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black
COLOR COMBINATION	Black	Medium Blue	Light Brown	Dark Green	Dark Red

**Essex Coupe**

	STANDARD	No. 1 OPTION	No. 2 OPTION	No. 3 OPTION	No. 4 OPTION
STARTING CAR SERIAL NO.	1135375 up	1135339 up	1135368 up	1135377 up	1135372 up
UPPER BODY	Nebraska Green	Ivory Jet Black	Elizabethan Blue	Malaga Maroon	Elizabethan Blue
LOWER BODY	Pharaoh Green	Ivory Jet Black	Elizabethan Blue	Malaga Maroon	Highway Gray
BELT PANEL	Ivory Jet	Black Deep Cream	Hudson Std. Blue	Ivory Jet Black	Hudson Std. Blue
BELT PANEL STRIPE	Deep Cream	Ivory Jet Black	Deep Cream	Deep Cream	Deep Cream
BONNET	Pharaoh Green	Ivory Jet Black	Elizabethan Blue	Malaga Maroon	Highway Gray
WOOD WHEELS	Pharaoh Green	Deep Cream	Elizabethan Blue	Malaga Maroon	Deep Cream
WOOD WHEELS STRIPE	Ivory Jet Black	Ivory Jet Black	Deep Cream	Deep Cream	Ivory Jet Black
WOOD WHEELS FLANGES	Pharaoh Green	Ivory Jet Black	Elizabethan Blue	Malaga Maroon	Highway Gray
WIRE WHEELS	Deep Cream	Deep Cream	Deep Cream	Deep Cream	Deep Cream
WIRE WHEELS DRUMS	Black	Black	Black	Black	Black
SHUTTER ASSY.	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black
FENDERS, SPLASH GUARDS, ETC.	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black
COLOR COMBINATION	Medium Green	Black	Medium Blue	Dark Red	Medium Gray

Additional color information and key to color chart on page two.

**Essex Convertible Coupe**

	STANDARD	No. 1 OPTION	No. 1 OPTION	No. 2 OPTION	No. 2 OPTION
STARTING CAR SERIAL NO.	937531 up	1094744	1145961	1094885 to 1145961 up	
UPPER BODY	Bayou Blue	Cashew Nut Tan	Malay Brown	Ivory Jet Black	Ivory Jet Black
LOWER BODY	Bayou Blue	Cashew Nut Tan	Malay Brown	Ivory Jet Black	Ivory Jet Black
BELT PANEL	Neptune Blue	Gazelle Brown	Derby Brown	Geneva Blue	Elizabethan Blue
BELT PANEL STRIPE	Deep Cream	Deep Cream	Deep Cream	Deep Cream	Deep Cream
BONNET	Bayou Blue	Cashew Nut Tan	Malay Brown	Ivory Jet Black	Ivory Jet Black
WOOD WHEELS	Bayou Blue	Gazelle Brown	Derby Brown	Geneva Blue	Elizabethan Blue
WOOD WHEELS STRIPE	Deep Cream	Deep Cream	Deep Cream	Deep Cream	Deep Cream
WOOD WHEELS FLANGES			Derby Brown	Geneva Blue	Elizabethan Blue
WIRE WHEELS	Deep Cream	Deep Cream	Deep Cream	Deep Cream	Deep Cream
WIRE WHEELS DRUMS	Bayou Blue		Derby Brown	Ivory Jet Black	Ivory Jet Black
SHUTTER ASSY.	Bayou Blue	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black
FENDERS, SPLASH GUARDS, ETC.	Bayou Blue	Gazelle Brown	Derby Brown	Ivory Jet Black	Ivory Jet Black
COLOR COMBINATION	Light Blue	Light Brown	Light Brown	Black	Black

**Essex Phaeton**

	STANDARD	STANDARD
STARTING CAR SERIAL NO.	962383 to 1139508	1139508 up
UPPER BODY	Antler Tan	Malay Brown
LOWER BODY	Antler Tan	Malay Brown
BELT PANEL	Ivory Jet Black	Derby Brown
BELT PANEL STRIPE	*Coach Vermilion	Deep Cream
BONNET	Antler Tan	Malay Brown
WOOD WHEELS	Antler Tan	Malay Brown
WOOD WHEELS STRIPE	*Coach Vermilion	Deep Cream
WOOD WHEELS FLANGES	Antler Tan	Malay Brown
WIRE WHEELS	Black	Black
WIRE WHEELS DRUMS	Black	Black
SHUTTER ASSY.	Ivory Jet Black	Ivory Jet Black
FENDERS, SPLASH GUARDS, ETC.	Ivory Jet Black	Ivory Jet Black
COLOR COMBINATION	Tan	Light Brown

\*Note: - At car 1136891 Sunnybrook Blue and Deep Cream were used in place of English Coach Vermilion.  
Additional color information and key to color chart on page two.

**Essex Roadster**

	STANDARD	No. 1 OPTION	No. 1 OPTION	No. 2 OPTION	No. 2 OPTION
STARTING CAR SERIAL NO.	113238	1094753 to 1139055	1139055 up	1094840 to 1141537	1141537 up
UPPER BODY	Malaga Maroon	Cashew Nut Tan	Malay Brown	Sunnybrook Blue	Highway Gray
LOWER BODY	Malaga Maroon	Cashew Nut Tan	Malay Brown	Sunnybrook Blue	Highway Gray
BELT MOULDING	*Royal Chariot Red	Gazelle Brown	Derby Brown	Ivory Jet Black	Ivory Jet Black
BELT MOULDING STRIPE	Ivory Jet Black	Deep Cream	Deep Cream	Deep Cream	Deep Cream
BONNET	Malaga Maroon	Cashew Nut Tan	Malay Brown	Sunnybrook Blue	Highway Gray
WOOD WHEELS	*Royal Chariot Red	Gazelle Brown	Derby Brown	Sunnybrook Blue	Highway Gray
WOOD WHEELS STRIPE	Ivory Jet Black	Deep Cream	Deep Cream	Ivory Jet Black	Ivory Jet Black
WOOD WHEELS FLANGES	*Royal Chariot Red	Gazelle Brown	Derby Brown	Sunnybrook Blue	Highway Gray
WIRE WHEELS	Vermilion	Deep Cream	Deep Cream	Deep Cream	Deep Cream
WIRE WHEELS DRUMS	*Royal Chariot Red	Gazelle Brown	Derby Brown	Sunnybrook Blue	Ivory Jet Black
SHUTTER ASSY.	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black
FENDERS, SPLASH GUARDS, ETC.	Malaga Maroon	Gazelle Brown	Derby Brown	Ivory Jet Black	Ivory Jet Black
COLOR COMBINATION	Dark Red		Light Brown		Medium Gray

\*Note: - At car 1138865 Taranto Red replaced Royal Chariot Red.

**Essex Standard Sedan**

	STANDARD	No. 1 OPTION	No. 2 OPTION	No. 3 OPTION	No. 4 OPTION
STARTING CAR SERIAL NO.	1134969 up	1134971 up	1135891 up	1135011 up	1135016 up
UPPER BODY	Hudson Std. Blue	Ivory Jet Black	Derby Brown	Thorne Brown	Nebraska Green
LOWER BODY	Hudson Std. Blue	Ivory Jet Black	Derby Brown	Thorne Brown	Nebraska Green
BELT PANEL	Elizabethan Blue	Taranto Red	Thorne Brown	Malay Brown	Nebraska Green
BELT PANEL STRIPE	Deep Cream	Deep Cream	Deep Cream	Deep Cream	Deep Cream
BONNET	Hudson Std. Blue	Ivory Jet Black	Derby Brown	Thorne Brown	Nebraska Green
WOOD WHEELS	Elizabethan Blue	Taranto Red	Thorne Brown	Malay Brown	Pharaoh Green
WOOD WHEELS STRIPE	Deep Cream	Deep Cream	Deep Cream	Deep Cream	Deep Cream
WOOD WHEELS FLANGES	Elizabethan Blue	Taranto Red	Thorne Brown	Malay Brown	Pharaoh Green
WIRE WHEELS	Deep Cream	Deep Cream	Deep Cream	Deep Cream	Deep Cream
WIRE WHEELS DRUMS	Black	Black	Black	Black	Black
SHUTTER ASSY.	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black
FENDERS, SPLASH GUARDS, ETC.	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black
COLOR COMBINATION	Dark Blue	Black	Medium Brown	Dark Brown	Dark Green

Additional color information and key to color chart on page two.

**Essex Town Sedan**

	STANDARD	No. 1 OPTION	No. 2 OPTION	No. 3 OPTION	No. 4 OPTION
STARTING CAR SERIAL NO.	1134582 up	1134589 up	1134957 up	1134998 up	1134584 up
UPPER BODY	Malaga Maroon	Ivory Jet Black	Elizabethan Blue	Hudson Std. Blue	Elizabethan Blue
LOWER BODY	Malaga Maroon	Ivory Jet Black	Elizabethan Blue	Hudson Std. Blue	Highway Gray
BELT PANEL	Ivory Jet Black	Ivory Jet Black	Deep Cream	Highway Gray	Hudson Std. Blue
BELT PANEL STRIPE	Vermilion	Silver	Elizabethan Blue	Deep Cream	Deep Cream
BONNET	Malaga Maroon	Ivory Jet Black	Elizabethan Blue	Hudson Std. Blue	Highway Gray
WOOD WHEELS	Ivory Jet Black	Silver	Elizabethan Blue	Hudson Std. Blue	Hudson Std. Blue
WOOD WHEELS STRIPE	Vermilion	Ivory Jet Black	Deep Cream	Deep Cream	Deep Cream
WOOD WHEELS FLANGES	Ivory Jet Black	Silver	Elizabethan Blue	Hudson Std. Blue	Hudson Std. Blue
WIRE WHEELS	Vermilion	Silver	Deep Cream	Deep Cream	Deep Cream
WIRE WHEELS DRUMS	Malaga Maroon	Ivory Jet Black	Elizabethan Blue	Hudson Std. Blue	Elizabethan Blue
SHUTTER ASSY.	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black	Ivory Jet Black
FENDERS, SPLASH GUARDS, ETC.	Malaga Maroon	Ivory Jet Black	Elizabethan Blue	Hudson Std. Blue	Highway Gray
COLOR COMBINATION	Dark Red	Black	Medium Blue	Dark Blue	

**Dover Commercial Car**

	STANDARD
STARTING CAR SERIAL NO.	10001 up
BODY STRIPE	Hudson Std. Blue Deep Cream
FENDERS, SPLASH GUARDS, ETC.	Ivory Jet Black
RADIATOR SHELL	Hudson Std. Blue
SHUTTER ASSY.	Ivory Jet Black
WHEELS	Hudson Std. Blue
WHEELS STRIPE	Deep Cream
COLOR COMBINATION	Dark Blue

Additional color information and key to color chart on page two.