

To all

We compared the Hudson stock 232 engine head to a modified 7X- 232 head, the following documents our findings.

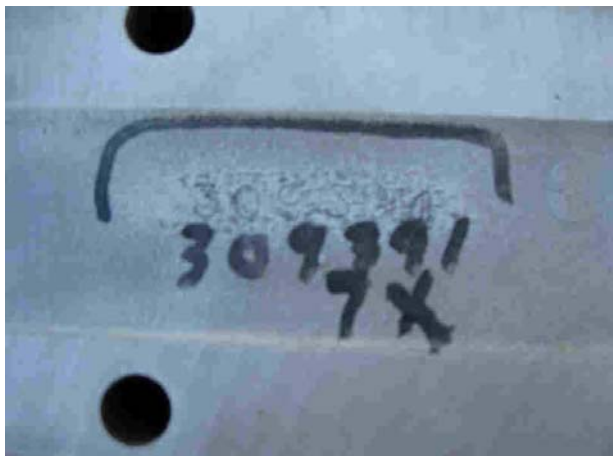
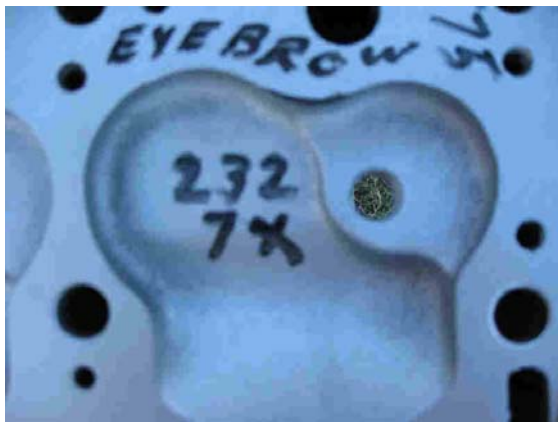
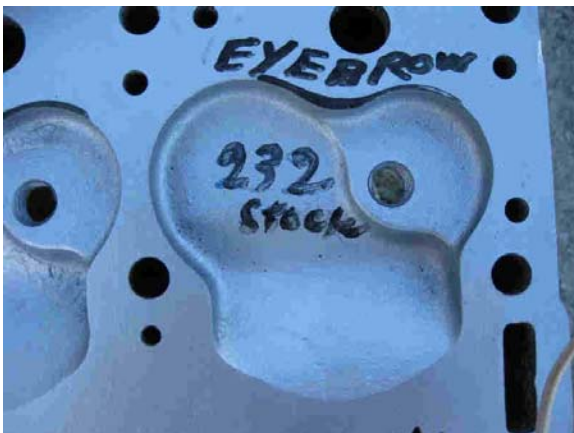
There is only one area where the two heads differ and that is what I call the “eyebrow area of the combustion chamber. The comparisons are shown in attached pictures. Our measurements on each area is also provided.

STOCK HUDSON 232 HEAD

- 232-std head - 7/16 head bolts
- Combustion chamber is 80cc
- eyebrow depth into chamber is 0.1270 inch

HUDSON 7X 232 HEAD

- 232-7X head - 1/2 head bolts
- Combustion chamber is 84 cc
- eyebrow depth into chamber is 0.0885 inch



To identify the differences between heads we laid a head gasket on the head and marked the “eyebrow” area with a black marker. The “eyebrow” is the part between the valves that is shaded by the black marker and it sticks out from the head gasket. The dimension of the two is

listed above. The eyebrow is almost even with the fire ring gasket on the 7X.

The 7X head shown in the pictures and used for comparison to a stock 232 Hudson head is the ONLY part left from two different 7X engines owned by HETers here in west Texas. This head belonged to one of our local Hudson owners who drag raced Hudsons for many years.

The engine which contained this head was bought in 1953 from Willis O Donahue, Hudson Dealership in El Paso Texas. The cost for the engine was \$385.00 as a long block. The engine consisted of a block ,Head, oil pan, front timing cover which was part numbered 7X Engine #C-309395 and contained Camshaft—309395. This engine was installed in Harry's 49 4-door Hudson by George Brazill who worked for Willis at the time. For an extra \$70.00 they installed a Twin H set-up Along with a set of homemade headers made by Harry. George later become an engine builder specializing in Hudson powered Dirt track cars.

After the installation of the 7X engine, Harry went out to the track and beat the heck out of my 54 hornet. Using this car and engine combination, he won many races challenging V8 Powered brand x cars on the strip and street.

Due to the big valves and the cam, plus the deep valve relief the 7X engine was a little slow off the line, but the at about 45-50 the Deep breathing 7X would show itself and take off like a Rocket.

I also had a 7X engine which was identical to Harry's engine with the exception of the cam shaft which was a 309742 Flattop. Sadly, many years ago, both Harry's and my 7X engine were scrapped by mistake.

Finally, we do not know why Hudson cast the heads with the eyebrow protrusions. But that eyebrow area can create a hot spot in the combustion chamber. It was our thought that this was not needed and so in the design of our new Hudson head eliminated this "eyebrow" from our head. The combustion chamber on our head is even with the head gasket edge. We would like to know if anyone reading this knows why this eyebrow was left on the OEM head. Anyone have any input on this eyebrow (mine had the 309742 Flattop)
Hope this helps the ones that asked for this info.

Rudy Bennett and the El Paso Texas Hudson guys.