

Packard

Standard Sizes and
Adjustments



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By Technical Service Department

Property of
Packard Motor Car Company
Detroit, Mich.

	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
MOTOR					
Motor Firing Order	1, 2, 4, 3	1, 2, 4, 3	1, 2, 4, 3	1R, 6L, 4R, 3L 2R, 5L, 6R, 1L 3R, 4L, 5R, 2L	1, 5, 3, 6, 2, 4
Front End Chain Size Center Guide Type				1½"	1½"
Pitch				½"	½"
Number of Links				1st Series 79 2nd and 3rd 78	59
Adjustment of Front End Chain See Tech. Letters 1598 and 1460				Total Deflection Midway Between Sprockets not to Exceed ⅝"	Total Deflection Midway Between Sprockets not to Exceed ¼"
CAMSHAFT					
Clearance to Bearings Minimum	.001	.001	.001	.001	.001
CONNECTING ROD					
Clearance Bushing to Piston Pin Minimum	.00025	.00025	.00025	.0003	.0003
Clearance Bearings to Crankshaft Minimum	.001	.001	.001	.001	.001

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
CONNECTING ROD—Cont.					
End Play of Connecting Rod on Crankshaft Minimum	.003	.003	.003	.004	.003
End Play of Connecting Rod on Piston Pin Nominal	1-1½-2—¼ 3-4—¼	1-1½-2—¼ 3-4—¼ 5-6—⅛	EC—¼ ED—¼ EF—⅛	⅛	¼
CRANKSHAFT					
Clearance on all Main Bearings Minimum	.001	.001	.001	.0015	.001
End Play of Crankshaft in Rear Main Bearing Minimum	.003	.003	.003	.003	.003
CYLINDERS					
Diameters of Cylinder Bore	Standard .020 Oversize .040 Oversize	Standard .020 Oversize .040 Oversize	Standard .020 Oversize .040 Oversize	Standard .020 Oversize .040 Oversize	Standard .020 Oversize .040 Oversize
Angle Between Cylinder Bore and Base of Block	90°	90°	90°	87½°	90°
Compression	1-1½-2—60-65 lbs. 3-4—55-60 lbs.	1-1½-2—60-65 lbs. 3-4—55-60 lbs. 5-6—50-55 lbs.	EC-EX—60-65 lbs. ED—55-60 lbs. EF-EY—50-55 lbs.	Series 1st,3rd—70-75 lbs. 2nd—75-80 lbs.	72-78 lbs.
With plugs removed use gauge and crank with wide open throttle by motor starter. (Trucks spin rapidly by hand) with motor warm, free and properly filled with oil.					

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
PISTONS					
Nominal Distance Center of Pin to Center Line of Piston	‡	‡	‡	‡	‡
Installing in Motor	Wrist pin lock screw should be toward front of motor.				
Nominal Width of Ring Groove	.250	.250	.250	.1875	.1875
Nominal Depth of Ring Groove	1-1½-2—.1485 3-4—.163	1-1½-2—.1485 3-4—.163 5-6—.194	EC, EX—.1485 ED—.163 EF, EY—.194	.116	.116
Clearance Piston to Cylinder Wall at Skirt Minimum	.003	.004	.004	.002	.002
Pressure Required to Close Ring to Correct Gap	11 lbs.—15 lbs.	11 lbs.—15 lbs.	11 lbs.—15 lbs.	7 lbs.—10 lbs.	7 lbs.—10 lbs.
Ring Gap Minimum When Compressed to Cylinder Diameter	.010	.010	.010	.006	.006
VALVES					
Clearance to Push Rods Minimum	.016 Motor Warm	.016 Motor Warm	.016 Motor Warm	.004 Motor Warm	.002 Motor Warm
Push Rod Clearance to Guide Minimum	.0008	.0008	.0008	.0008	.0005

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
VALVES—Cont.					
Width of Contact at Valve Seat	.0884	Inlet—.066 Exhaust 1-1½-2 —.093 3-4-5-6—.190	Inlet—.066 Exhaust EC, EX —.093 ED, EF, EY—.190	.0883	.0883
Clearance Between Stem and Guide Minimum	Inlet—.003 Exhaust—.008	Inlet—.003 Exhaust—.008	Inlet—.003 Exhaust—.008	Inlet—.002 Exhaust—.004	Inlet—.002 Exhaust—.004
Tension of Valve Spring	1-1½-2—65-75 lbs. at 2½" 3-4—80-90 lbs. at 3¼"	1-1½-2—65-75 lbs. at 2½" 3-4-5-6—80-90 lbs. at 3¼"	EC, EX—65-75 lbs. at 2½" ED, EF, EY—80- 90 lbs. at 3¼"	Series 1st and 2nd—55-65 lbs. at 2½" 3rd Inner 24-30 lbs. at 2¼" Outer 30-36 lbs. at 2½"	Inner—24-30 lbs. at 2¼" Outer 30-36 lbs. at 2½"
Valve Timing	Marks on Camshaft and Crankshaft Gears must coincide	Marks on Camshaft and Crankshaft Gears must coincide	Marks on Camshaft and Crankshaft Gears must coincide	Arrows on Crank- shaft and Camshaft Sprockets Point Upward	O's on Crankshaft and Camshaft Sprockets Should be Nearest together and Line up Between Centers
OILING					
Pressure at 1000 R. P. M.	3—6 lbs.	15—18 lbs.	15—18 lbs.	20—25 lbs.	Minimum 23

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
OILING—Cont.					
Oil Capacity Crankcase	1-1½-2—2 gal. 3-4—3¼ gal.	1-1½-2—2 gal. 3-4—3¼ gal. 5-6—3¼ gal.	EC, EX—2 gal. ED—3¼ gal. EF, EY—3¼ gal.	2⅝ gal.	2¼ gal.
Additional Oil Over Level Necessary to Make Rods Dip	1 gal.	1 gal.	1 gal.	2½ gal.	1½ gal.
Rod Clearance to Surface of Oil in Crankcase	1-1½-2—⅝ 3-4—⅞	1-1½-2—⅝ 3-4—⅞ 5-6—⅞	EC, EX—⅝ ED—⅞ EF, EY—⅞	Series 1st—1⅝ 2nd—2 3rd—2⅝	1¾
GASOLINE SYSTEM					
Tank Capacity—gallons	1-1½-2—16½ 3-4—21	1-1½-2—16½ 3-4—21 5-6—27	EC, EX—16½ ED—21 EF, EY—27	20	19
Fuelizer Adjustment				With Washers at jet	Adjust with Air Adjusting Screw
Gasoline Feed Pressure— Minimum	2 lbs.	2 lbs.	2 lbs.	2 lbs.	Vacuum

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
GASOLINE SYSTEM—Cont.					
Auxiliary Air Valve Adjustment	With Wedge Away from Collar Outside Spring Tension should Just Seat Valve			Adjust Outside Spring so Valve Just Seats When a Vertical Line Bisection Angle Between Cam Levers	Adjust Outside Spring so Valve Just Seats When Choke Button is Against Dash
Interval Between Compressing Upper and Lower Springs	With Wedge Away from Collar $\frac{1}{2}$ " Drop to Inner Spring			$\frac{1}{4}$ " Drop to Inner Spring	$\frac{1}{8}$ " Drop to Inner Spring
Level of Gasoline in Float Chamber Below Top of Jet	$\frac{1}{8}$ "	$\frac{1}{8}$ "	$\frac{1}{8}$ "	$\frac{1}{8}$ "	$\frac{1}{8}$ "
Diameter of Opening of Spray Tube	.0595 No. 53 Drill	.0595 No. 53 Drill	.0595 No. 53 Drill	.0595 No. 53 Drill	.052 No. 55 Drill
Inside Diameter of Inlet Manifold at Flange	$1\frac{1}{8}$	$1\frac{1}{8}$	$1\frac{1}{8}$	$1\frac{1}{4}$	$1\frac{1}{16}$
Governor Adjustment Maximum R. P. M.	1075 R. P. M.	1075 R. P. M.	EC, ED, EF— 1075 R. P. M. EX—1800 R.P.M. EY—1600 R.P.M.		
Governor Spring Tension	15 Plus or Minus 5 lbs. at $5\frac{1}{16}$ " and 70 Plus or Minus 5 lbs. at $4\frac{1}{16}$ "				

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
COOLING SYSTEM					
Capacity of Cooling System in Gallons, Ribbon Type Radiator	$1-1\frac{1}{2}$ —2—7.25 3-4—9.25	$1-1\frac{1}{2}$ —2—7.25 3-4—9.25 5-6—9.75		$8\frac{1}{2}$	$4\frac{3}{8}$
Capacity of Cooling System in Gallons, Tubular Type Radiator		$1-1\frac{1}{2}$ —2—6.31 3-4—8.16 5-6—8.57	EC, EX—6.31 ED—8.16 EF, EY—8.57		
Gravity Flow of Water in Gallons per Minute	$1-1\frac{1}{2}$ —2—28.6 3-4—30.8 Ribbon Type	$1-1\frac{1}{2}$ —2—28.6 3-4—30.8 5-6—42.7 Ribbon Type	EC, EX—42.9 ED—39.0 EF, EY—42.7 Tubular Type	Series 1st—20 2nd and 3rd—25	20
Clearance of Fan to Radiator Core	$1-1\frac{1}{2}$ —2— $1\frac{1}{8}$ 3-4— $1\frac{1}{8}$	$1-1\frac{1}{2}$ —2— $1\frac{1}{8}$ 3-4— $1\frac{1}{8}$ 5-6— $1\frac{1}{8}$	EC, EX— $1\frac{1}{8}$ ED— $1\frac{1}{8}$ EF, EY— $1\frac{1}{8}$	Series 1st and 2nd— $\frac{1}{8}$ 3rd— $\frac{1}{16}$	$\frac{3}{8}$
Thermostat Temperature Control Set at Maximum		150°	150°	150°	150°
Clearance Thermostat Valve to Seat When Fully Open		$\frac{3}{8}$ "	$\frac{3}{8}$ "	$\frac{3}{8}$ "	$\frac{1}{4}$ "
Fan Belt—V	45°	45°	45°	45° 28° on 3rd Series after Motor No. 156056	45°

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
COOLING SYSTEM—Cont.					
Fan Belt Length	1-1½-2-41 $\frac{1}{16}$ 3-4-43 $\frac{1}{16}$	1-1½-2-41 $\frac{1}{16}$ 3-4-43 $\frac{1}{16}$ 5-6-43 $\frac{1}{16}$	EC, EX—41 $\frac{1}{16}$ ED—43 $\frac{1}{16}$ EF, EY—43 $\frac{1}{16}$	1st—46 $\frac{3}{4}$ 2nd—46 $\frac{3}{4}$ 3rd—42 $\frac{1}{2}$	49 $\frac{1}{2}$
Fan Belt Adjusted See Tech. Letter 1652	Total Deflection Midway between Pulleys not to Exceed $\frac{3}{4}$ "	Total Deflection Midway between Pulleys not to Exceed $\frac{3}{4}$ "	Total Deflection Midway between Pulleys not to Exceed $\frac{3}{4}$ "	Total Deflection Midway between Pulleys not to Exceed $\frac{3}{4}$ "	Total Deflection Midway between Pulleys not to Exceed $\frac{3}{4}$ "
Range of Fan Belt Adjustment	$\frac{7}{8}$	$\frac{7}{8}$	$\frac{7}{8}$	$\frac{7}{8}$	$\frac{3}{4}$
ELECTRICAL SYSTEM					
Nominal Battery Capacity in Ampere Hours	Stg. and Ltg.—120 Ignition—35	Stg. and Ltg.—120 Ignition—35	Stg. and Ltg.—120	120	100
Specific Gravity Fully Charged	1.285	1.285	1.285	1.285	1.285
Voltage	6-7	6-7	6-7	6-7	6-7
Lamp Bulbs Bayonet Lock Seven Volt Type Head Light				Series 1st and 2nd 24 C. P.—Double Contact 3rd 24 C. P.—Single Contact	15 C. P.—Single Contact

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
ELECTRICAL SYSTEM— Cont.					
Instrument Light and Side Light	4 C. P.—D. C.	4 C. P.—D. C.	4 C. P.—D. C.	1st and 2nd 4 C. P.—D. C. 3rd, 4 C. P.—S. C.	2 C. P.—S. C.
Tail Light	2 C. P.—D. C.	2 C. P.—D. C.	2 C. P.—D. C.	1st and 2nd 2 C. P.—D. C. 3rd, 4 C. P.—S. C.	2 C. P.—S. C.
Normal Charging Rate Current Regulation or 3rd Brush Generator. See Tech. Letter 1669 for Permissible Variation		10 Amps. Light. Only 16 Amps. Stg. and Ltg.	10 Amps. Light. Only 16 Amps. Stg. and Ltg.	16 Amperes	10—14 Amps.
Spark Timing	Full Retard Occurs when Flywheel Reference Mark is $\frac{3}{4}$ " Past T. D. C.	Full Retard Occurs when Flywheel Reference Mark is $\frac{3}{4}$ " Past T. D. C.	Full Retard Occurs when Flywheel Reference Mark is $\frac{3}{4}$ " Past T. D. C.	Full Advance Occurs 2 $\frac{3}{8}$ " Flywheel Travel before T. D. C.	Full Advance Occurs 1 $\frac{1}{2}$ " Flywheel Travel before T. D. C.
Breaker Point Gap	.015—.020	.015—.020	.015—.020	.015—.020	.015—.020
Spark Plug Gap	.018—.022	.018—.022	.018—.022	.030—.034	.030—.034
Spark Plug Gap—Fuelzer Minimum				.125	.125

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
CLUTCH					
Number of Driving Plates	1-1½-2-5 3-4-7	1-1½-2-5 3-4-5-6-7	EC, EX-5 ED, EF, EY-7	6	4
Clearance Plates on Keys Minimum	.0065	.0065	.0065	Series 1st and 2nd—.0065 3rd—.004	.004
Tension of Clutch Springs Minimum	1-1½-2-480 lbs. at 4¾" 3-4-480 lbs. at 5½"	1-1½-2-480 lbs. at 4¾" 3-4-480 lbs. at 5½" 5-6-640 lbs. at 5½"	EC, EX-480 lbs. at 4¾" ED-480 lbs. at 5½" EF, EY-640 lbs. at 5½"	Series 1st and 2nd 440 lbs. at 4½" 3rd 390 lbs. at 4½"	8 Springs-47 lbs. at 2"
Clutch Pedal to Floorboard Minimum Clearance- Clutch Engaged	1½	1½	1½	½	½
TRANSMISSION					
Ratio to Rear Wheels in Direct Drive (Standard Ratio)	1-1½- 6.25 2- 7.25 3- 9. 4-10.	1-1½- 6.25 2- 7.25 3- 9. 4-10. 5-10.66 6-10.66	EC, EX- 7.25 ED-9. EF, EY-10.66	4.36	4.31

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
TRANSMISSION—Cont.					
In Third		1-1½- 9.28 2-10.76 3-13.36 4-14.85 5-15.84 6-15.84	EC, EX-10.76 ED-13.36 EF, EY-15.84		
In Second	1-1½-10.54 2-12.22 3-14.9 4-16.5	1-1½-16.08 2-18.65 3-23.1 4-25.7 5-27.4 6-27.4	EC, EX-18.65 ED, EY-23.1 EF-27.4	7.24	7.65
In First	1-1½-21.9 2-25.4 3-29.7 4-33.	1-1½-27.8 2-33.3 3-41.3 4-46. 5-49. 6-49.	EC, EX-33.3 ED, EY-41.3 EF-49.	14.9	14.52
In Reverse	1-1½-21.9 2-25.4 3-29.7 4-33.	1-1½-37.7 2-43.7 3-54.2 4-60.3 5-64.3 6-64.3	EC, EX-43.7 ED, EY-54.2 EF-64.3	19.9	18.38

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
<i>TRANSMISSION—Cont.</i>					
Back Lash Between Gears Not Always in Mesh—Minimum	.008	.008	.008	.004	.004
<i>REAR AXLE</i>					
Back Lash Between Driving Pinion and Ring Gear—Minimum				.004	.004
End Play of Worm	.002—.004	.002—.004	.002—.004		
Back Lash of Worm and Wheel—Minimum	.016	.016	.016		
<i>FOOT BRAKE</i>					
Clearance around Drum—Nominal	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{32}$	$\frac{1}{32}$
Normal Position of Pedal Connecting Rod				Upper Hole in Rocker Lever	Upper Hole in Rocker Lever
Length of Lining	1-1 $\frac{1}{2}$ -2-7 $\frac{11}{16}$ 3-4-9 $\frac{5}{8}$	1-1 $\frac{1}{2}$ -2-7 $\frac{11}{16}$ 3-4-9 $\frac{7}{16}$ 5-6-9 $\frac{1}{16}$	EC, EX—7 $\frac{1}{16}$ ED, EY—9 $\frac{1}{16}$ EF—9 $\frac{3}{16}$	53 $\frac{1}{16}$	20 $\frac{11}{16}$
Thickness	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{1}{4}$

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
<i>FOOT BRAKE—Cont.</i>					
Width	2 $\frac{1}{8}$	1-1 $\frac{1}{2}$ -2-3-4-4 $\frac{3}{4}$ 5-6-6 $\frac{1}{2}$	EC, ED—4 $\frac{3}{4}$ EX, EY—4 $\frac{1}{2}$ EF—6 $\frac{1}{2}$	2 $\frac{1}{2}$	1 $\frac{3}{4}$
Number for Vehicle	2	2	2	2	4
<i>HAND BRAKE</i>					
Clearance Around Drum	Free	Free	Free	Free	Free
Wheel Locked Against Hand Turning	When Lever is in 3rd or 4th Notch			5th Notch	5th Notch
Setting Bands Concentric (See Tech. letter 1669)				Remove Wheel and Adjust Screw at Rear End of Brake	Remove Wheel and Adjust Screw at Rear End of Brake and Stop Screws

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
HAND BRAKE—Cont.					
Length of Lining	1-1½-2-14 3-4-18	1-1½-2-14 3-4-18¾ 5-6-18¾	EC, EX-14 ED-18¾ EY, EF-18¾	Series 1st and 2nd-47½ 3rd-21 ⅙	42½
Thickness of Lining	⅙	⅙	⅙	Series 1st and 3rd-⅙ 2nd-¼	⅙
Width of Lining	1-1½-2-2 3-4-3	1-1½-2-2 3-4-3 5-6-3½	EC, EX-2 ED, EY-3 EF-3½	Series 1st and 3rd-2 2nd-2½	1½
Number per Vehicle	4	4	4	Series 1st and 2nd-2 3rd-4	2
SPRINGS					
Front Nominal Capacity in Pounds when in Normal Position	1-1150 lbs. 1½-1250 lbs. 2-1400 lbs. 3-4-1675 lbs.	1-1150 lbs. 1½-1250 lbs. 2-1400 lbs. 3-4-1675 lbs. 5-6-2100 lbs.	EC, EX-1400 lbs. ED, EY-1675 lbs. EF-2100 lbs.	900 lbs.	690 lbs.

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
SPRINGS—Cont.					
Rear Nominal Capacity in Pounds when in Normal Position	1-1830 lbs. 1½-2400 lbs. 2-2966 lbs. 3-4350 lbs. 4-5275 lbs.	1-1830 lbs. 1½-2400 lbs. 2-2966 lbs. 3-4350 lbs. 4-5275 lbs. 5-6500 lbs. 6-7400 lbs.	EC, EX-2966 lbs. ED, EY-5275 lbs. EF-7400 lbs.	1st Series 900 lbs. on 82, 84. 1100 lbs. on 81, 117, 94, 95. 1250 lbs. on 83, 114, 115, 118, 119, 90, 91, 111. 1500 lbs. on 98, 99, 100, 101, 102, 103, 105, 107. 2nd Series 900 lbs. on 149, 151. 1100 lbs. on 146, 147, 156, 157, 167. 1250 lbs. on 145, 150, 152, 153, 154, 155, 166. 1500 lbs. on 158, 159, 160, 161, 162, 163, 164, 165. 3rd Series 950 lbs. on 171, 196. 1050 lbs. on 181, 183, 174, 195. 1200 lbs. on 168, 169, 176, 177, 188, 194. 1350 lbs. on 172, 173, 175, 178, 179, 180, 184, 185, 207, 208, 209.	725 lbs. on 191. 980 lbs. on 190, 193. 1100 lbs. on 192.

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
SPRINGS—Cont.					
Side Clearance Spring Shackles to Spring—Minimum	.005	.005	.005	Just Free	Just Free
Clearance Spring Bushing to Pin—Minimum	.005	.005	.005	.002	.002
STEERING					
Adjust Knuckle Stop	Adjust Clearance Between Spring and Tire Base to: 1-1½-2-2½ 3-4-3½	Adjust Clearance Between Spring and Tire Base to: 1-1½-2-2½ 3-4-3½ 5-6-5½	Adjust Clearance Between Spring and Tire Base to: EC, EX-2½ ED, EY-3½ EF-5½	Adjust to 4¾" Clearance Spring to Inside of Felloe Band	Adjust to 3½" Clearance Spring to Tire Rim
End Clearance of Knuckle Minimum	.006	.006	.006	.004	.004
Front Wheel Toe in	Fronts of Felloes to be ¼" Closer Together than Corresponding Points at Rear of Felloes	Fronts of Felloes to be ¼" Closer Together than Corresponding Points at Rear of Felloes	Fronts of Felloes to be ¼" Closer Together than Corresponding Points at Rear of Felloes	Fronts of Felloes to be ¼" Closer Together than Corresponding Points at Rear of Felloes	Fronts of Felloes to be ¼" Closer Together than Corresponding Points at Rear of Felloes

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
WHEELS, FRONT					
Timken Bearing Adjustment See Tech. Letter 1617 for Bock Bearings	Tighten Nut Fully then Back Off One Space of Holes in Lock Washer	Tighten Nut Fully then Back Off One Space of Holes in Lock Washer	Tighten Nut Fully then Back Off One Space of Holes in Lock Washer	Tighten Nut Until Inward and Outward Movement at Top of Tire is ⅛"	Tighten Nut as Tight as Possible then Back Off ½ Turn or More and Lock
Pneumatic Tire Pressures Front		1½-100 lbs. 2-100 lbs. 3-110 lbs.	EX-100 lbs. EY-110 lbs.	65 lbs.	60 lbs.
WHEELS, REAR					
Timken Bearing Adjustment See Tech. Letter 1617 for Bock Bearings	Tighten Nut Fully then Back Off ½ Turn	Tighten Nut Fully then Back Off ½ Turn	Tighten Nut Fully then Back Off ½ Turn		Adjust Equally on Each Wheel Bearing for Slight End Play of Shafts, Equalizing Spacing of Adjusting Sleeves in Axle Housing
Pneumatic Tire Pressures Rear		1½-110 lbs. 2-120 lbs. 3-140 lbs.	EX-120 lbs. EY-140 lbs.	70-80 lbs.	65 lbs.

NAME	D Trucks	E Trucks Non-Current	E Trucks Current	Twin-Six	Single-Six
UNIVERSAL JOINTS					
Spicer, Assembling of	The Yoke Pins on Front and Rear Ends of Universal Joint Shaft Must be in the Same Plane	The Yoke Pins on Front and Rear Ends of Universal Joint Shaft Must be in the Same Plane	The Yoke Pins on Front and Rear Ends of Universal Joint Shaft Must be in the Same Plane	Shafts Must be Assembled with Arrows in Line	
Universal Joint Discs	Tighten Nuts so that the Beads on the Spiders and Washers are Buried into the Fabric of the Discs and the Flat Portions of the Washers Fit Snugly Against Fabric	Tighten Nuts so that the Beads on the Spiders and Washers are Buried into the Fabric of the Discs and the Flat Portions of the Washers Fit Snugly Against Fabric	Tighten Nuts so that the Beads on the Spiders and Washers are Buried into the Fabric of the Discs and the Flat Portions of the Washers Fit Snugly Against Fabric		Tighten Nuts so that the Beads on the Spiders and Washers are Buried into the Fabric of the Discs and the Flat Portions of the Washers Fit Snugly Against Fabric