

A SUGGESTION ... NOW IS THE TIME TO PREPARE YOUR CAR FOR SPRING

Listed on the attached service order are the Spring conditioning items we suggest you have taken care of at this time. They assure the satisfactory operation of your car.

You will not want to be inconvenienced by having your car in the Service Station on the bright Spring days soon to come



VOL. 7 NO. 4

This work can now be done at a very leasonable figure since the special price avoided represents a substantial saving.

Please sign the attached order and mail it, or bring it in with your car

> PACKARD DEALER YOUR STREET No CITY

PACKARD OWNERS ARE BEST SERVED BY PACKARD SERVICE

Another Spring Piece

FEB. 15, 1933

We illustrate a conditioning order and letter combination. This type of piece has been used very successfully, particularly in connection with Winter and Spring conditioning. We have prepared one to assist you in your Spring Selling Campaign. The items covered would sell according to the standard flat rate price in Zone 1 at \$14.35. Since there is very little material used and the time required to do the work listed would not exceed six hours, we have suggested a special price of \$9.90. This price may be still further lowered, if you feel it advisable for your particular territory.

The pieces are printed on a light green paper and the order is perforated so that it can be detached and brought in by the customer. The pieces will be imprinted with your firm name on the front page. This same imprint will be repeated at the top of the order form and you may change the special price, if you wish.

The pieces may be ordered in any quantity from one hundred up at 2c each, including imprints and price.

ACCESSORIES THAT HELP "SPRUCE UP" YOUR PACKARD

RADIATOR GRILLES
VENTILATOR WINGS
CHROMIUM RIM RINGS
TIRE COVERS AND GUARDS
BODY POLISH—FABRIC CLEANER
TOUCH-UP BLACK—TAR REMOVER

ALL PACKARD APPROVED

***		YOUR STREET No CITY PACKARD SERVICE REPAIR ORDER and INVOICE Date Date					
Name .							
Street			Phone	Delivered			
Lionne No	Made	True	State .	. Billed .	Mileson		
-				1	and the same of th		
SYMBOL			OPERATIONS		Price		
	Tiszie mięt						
	Clean and	adjust spark pl	egs and distribute	r points	3.7		
	Adjust tirs				1		
*		ve tappets					
		belt - Tighten			Sinceronic Control of the Control of		
	Spray mot	or and transmiss	isón.				
		stor and block			1		
	Tighten be						
	Adjust and	tighten shackle	a and spring clip :	boits	1		
:	Adjust from	st wheel bearing	and trem				
1	Hydromete	r test battery	Check headlights		1		
	Brush out	car, clean windo	ws, fill tires		1 1		
i it while the sur				60 DAY PRICE	\$9.90		
This Cosspany Encerps as notes	er is being protocones a is not Hable for loss or d I parts removed for sec	dérional work is les sittage travelouse by rwal will be arrance	and to be describle, the fire, theret, resconing as a distribution of Physics	t Categories will secure Categories as hell second for presented within 5 d	mer's approval. VL et owners's rigi		

New Tools for Tenth Series



ST-908 cylinder head nut wrench is used for removing the nut located between the two coils. Without this wrench, this nut is very hard to get at. The wrench can also be used for tightening cylinder head nuts on the Eight and the Twelve motors. It is priced at \$1.40.



ST-909 distributor housing anchor bolt wrench. This is a special wrench and is required when retiming the distributor. You will find that the cap screws are so close to the distributor base that an ordinary wrench will not fit. This wrench is specially priced at 45c.

Brake Adjustment

It will be found that the Tenth Series brakes will equalize best with a slightly increased pull on the right front wheel.

In setting the brakes, on our factory equipment, the right front wheel is set for a pull of 625 to 650 lbs. with the other three wheels at 500.

The actual pull in pounds will vary with the equipment which is used, but this ratio will remain the same.

Valve Tappet Adjustment

A change has been made in the cam shaft design of the Tenth Series Eight and Super Eight.

This change calls for a slight increase in the exhaust valve tappet clearance, and these valves should be set at .006" instead of .004" as heretofore.

The intake valve clearance of .004" is unchanged.

Stop Light Switches

A new stop light switch is used on Tenth Series cars.

One of the terminals on the switch is grounded, and in order to prevent the possibility of accidental short circuits, the live wire running to the switch should be connected with the insulated terminal of the switch itself.

The live wire should attach to the terminal nearest the center of the switch body, but this is not the case in some of the early Tenth Series shipments.

Better Parts Ordering

Every parts man should welcome a plan which will help him to assist "the boss" in saving money in the parts department. Nothing eats up parts profit as quickly as obsolescence. Most of us expect to find obsolescence by going through our bins after the annual inventory and we are hardly ever disappointed. This, however, is the wrong time and place to look for it. The right time is when you are ordering stock. The right place is on your stock record card and your parts order blank.

The new plan is not a cure-all by any means. It will help any parts man who will use it. Like all other plans, it requires intelligent use. Trade Letter 2601 and a sample order pad have already been sent each distributer. Every wide awake parts man will determine how he can put this plan to work so that it will put a stop to loss through obsolescence.

STANDARD SIZES AND ADJUSTMENTS

Model	1001	1002	1003	1004	1005	1006
BRAKE				Collection of the Contraction of		3
Clearance around Drum	Free	Free	Free	Free	Free	Free
Lining Size—Front Left	151/6" x 134" x 14"	151/8" x 13/4" × 14"	151/6" x 134" x 14"	151/8" x 134" x 14"	161/6" x 13/6" x 1/4"	161%" x 17%" x 14"
Lining Size—All Others	151/8" x 21/4" x 1/4"	151/8" x 21/4" x 1/4"	151/4" x 21/4" x 1/4"	15¼" x 2¼" x ¼"	161/6" x 21/2" x 1/4"	161/8" x 21/4" x 1/4"
No. of Linings per Car	8	8	8	8	8	8
Hand Brake Setting—Wheels Locked			Three to Fo	our Notches		
CLUTCH					Na doct Miles William promoce de una immigración a compres	
No. of Driven Plates	1	1	ŧ	1	i	1
LiningHycoSize	6½" x 11"	6½" x 11"	7" x 12"	7" x 12"	7" x 12"	7" x 12"
Clearance Hub to Clutch Shaft			No Perceptible	· Back Lash		
Clutch Spring Load	115 Lbs. @ · 1¾′	115 Lbs. @	Inner -50 Lbs. at 1 %" Outer-100 Lbs. at 1 %"		Same	Same
Clearance Pedal to Toeboard	1,	1"	1 "	1 *	1,4	ž. #

STANDARD SIZES AND ADJUSTMENTS—Continued

Model	1001	1002	1003	1004	1005	1006				
COOLING SYSTEM			£.,,							
Capacity in Gallons	5	5	5	5	10	10				
Gravity Flow per Minute—Min.	30 Gal.	30 Gal.	30 Gal.	30 Gal.	50 Gal.	50 Gal.				
Clearance Fan to Radiator Core	18"	12"	7/8**	7/8"	18"	P."				
Thermostat Valve Starts to Open at	155 Deg.	155 Deg.	155 Deg.	155 Deg.	155 Deg.	155 Deg.				
Fan Belt—Two Used per Motor—45 Deg. Vee	393/8"	393/8"	393/8"	393/8"	491/2"	491/2"				
Range of Adjustment	3/4"	3/4"	34"	3/4"	34"	34"				
GASOLINE SYSTEM										
Capacity of Tank in Gallons	20	20	25	25	32	32				
Carburetor Make and Type	Stromberg Duplex Down-Draft									
Gasoline Feed	Mechanical Fuel Pump	Mechanical Fuel Pump	Mechanical Fuel Pump	Mechanical Fuel Pump	Mechanical Fuel Pump	Mechanical Fuel Pump				
ELECTRICAL										
Generator Charging Rate—Hot		E	ighteen to Twenty	Amperes—All Mod	lels					
Battery Capacity in Ampere Hours		C	ne Hundred and F	orty-five—All Mod	els					
LAMP BULBS-		Special	3-Filament 32-32-3	2 Candlepower—Al	l Models					
Headlight				5 Candlepower—Al						
Stoplight Domelight				Candlepower—All						
All Others				Candlepower—All						
Spark Timing—Full Advance Occurs	9° B. T. D. C.	9° B. T. D. C.	9° B. T. D. C.	9° B. T. D. C.	7° B. T. D. C.	7° B. T. D. C.				
	y B. 1. D. C.	, B. I. D. C.		<u> </u>	1 B. 1. B. C.					
Breaker Point Gap				Inch—All Models						
Spark Plug Gap				h—All Models	1	#				
Generator Fuse		3		" in Size—All Mod						
Light Fuses—Two Used		1	20 Amperes—33	x 1½"—All Models	T					
MOTOR										
Compression	95-100	95-100	95-100	95-100	95-100	95-100				
Firing Order	1-6-2-5-8-3-7-4 1-6-2-5-8-3-8-1-8-1-8-1-8-1-8-1-8-1-8-1-8-1-8-1									
Clearance Bearing to Crankpin			Minimum .000	5″—All Models						
End Play Connecting Rod on Crankshaft	Minimum .003"	Minimum .003"	Minimum .003"	Minimum .003"	Minimum .008"	Minimum .008"				
End Play Connecting Rod on Piston Pin—Nominal	1/8"	1/8"	1/8"	1/8"	15"	ለ"				
Diameter of Crankpins	2.1875"	2.1875"	2.1875"	2.1875"	21/2"	21/2"				
Clearance on All Main Bearings		λ	finimum—.001 of a	n Inch—All Model	8					
End Play Crankshaft on Main Thrust Bearing			Ainimum—.003 of a	an Inch—All Mode	!s					
Diameter of Main Journals	2.625"	2.625"	2.625"	2.625"	23/4"	234"				
Diameter Cylinder Bore—Standard	3 3 76	3 16"	31/2"	31/2"	3 15"	3 7 6				
Reground Oversizes		.015",	.030", and .045" or	er Standard—All !	Models					
Diameter of Piston Pin	3/8"	7/8"	7/8*	7∕s″	7/8"	76°				
Oversizes			.003"006" over St	andard—All Model	ls					
Piston Pin Offset in Piston	0	0	0	0	0	0				
Install in Motor	Slots on Valve Side	Slots on Valve Side	Slots on Valve Side	Slots on Valve Side	Slots on Valve Side	Slots on Valve Side				
Width of Ring Groove	Comp. ½* Oil A*	Comp. 1/4"	- Comp. 1/4" Oil 1/4"	Comp. ⅓* Oil ¾*	Comp. 1/3" Oil 1/2"	Comp. 1/8" Oil 1/4"				
Depth of Groove	.145*	.1 15"	.145*	.145"	.157*	.157*				
Clearance Piston Skirt to Cylinder Wall	Minimum .0015"	Minimum .0015"	Minimum .0015"	Minimum .0015"	Minimum .0015"	Minimum .0015'				
Piston Ring Gap Compressed to Cylinder Diameter			.007" Minimu	m—All Models						
Pressure Required to Close Ring to Correct Gap	Comp. 6¼ Lbs. Oil 4½-7½ Lbs.	Comp. 6¼ Lhs. Oil 4½-7½ Lbs.	Comp. 6¾ Lbs. Oil 4½-7½ Lbs.	Comp. 6¾ Lbs. Oil 4½-7½ Lbs.	Comp. 6½ Lbs. Oil 4½-7½ Lbs.	Comp. 6½ Lbs. Oil 4½-7½ Lbs.				
Piston Sizes	Standard .003" .005" .010" .015" .020" .030" .045" over	Standard .003" .005" .010" .015" .020" .030" .045" over	Standard .003" .005" .016" .015" .020" .030" .045" over	Standard .003" .005" .010" .015" .020" .030" .045" over	Standard .003" .005" .010" .015" .020" .030" .045" over	Standard .003" .005" .010" .015" .020" .030" .045" over				

STANDARD SIZES AND ADJUSTMENTS—Continued

	1001 1002		02	1003		1004		1005		1006			
MOTOR-Cont.	- 1220 ANDREAS					TO A THE ABOVE AND ADDRESS ASSESSMENT				- New Address of company and Village and			
Clearance to Push Rods-Motor Warm	Clearance to Push Rods—Motor Warm .004"		.00	4*	.004"		.004*		Automatic		Automatic		
Width of Contact of Valve Seat		Eight H		Hundred Eighty-th				<u> </u>		Takeup		Takeup .062*	
Clearance between Valve Stem and Guide		-Mini	mum,02			Same		Same		.0025"		.0025*	
Tension of Valve Springs	43 Lbs.	~~	43 Lbs.		Same 43 Lbs.		Same 43 Lbs.		.005" 70 Lbs.		.005" 70 Lbs.		
Oil Pump Pressure at 1000 R. P. M.	at 3 ile		at 3 %"		at 3 %"		at 3 &"		at 2 17		at 2 1/2"		
Crankcase Oil Capacity	8 Qts.	***************************************	8 Qts.		Minimun 10 Ots.		1-35 Lbs.		10 Qts.		10	Ota	
Rod Clearance to Surface Oil							10 Qts.		Front 21/8"		10 Qts. Front 21/8"		
in Crankcase	1 %**		1%"		1%"		1 %		Rear 1 1/8"		Rear 1 As"		
Valve Timing	00's on Crankshaft and Camshaft Sprockets Should be Nearest together and Line up on Each Side of Center		00's on Crankshaft and Camshft Sprockets Should be Nearest together and Line up on Each Side of Center		00's on Crankshaft and Camshaft Sprockets Should be Nearest together and Line up on Each Side of Center		00's on Crankshaft and Camshaft Sprockets Should be Nearest together and Line up on Each Side of Center		00's on Crankshaft and Camshaft Sprockets Should be Nearest together on Center Line		00's on Crankshaft and Camshaft Sprockets Should be Nearest togethe on Center Line		
SPRINGS			And the state of t								and the same of th		
Front		Body Fype	900 Lbs.	Body Type	950 Lbs.	Body Type	950 Lbs.	Body Type	1050 Lbs.	Body Type	1050 Lbs.	Bod Typ	
Rear	1175 1025	603 603 608 609	*1000 1000 1000 1100 1100 1100 1100 1200 1200 1300 13	610 611 621 617 618 619 623 627 613 616 614 615	1300	653	1200 1200 *1200 *1200 1390 1300 1300 1300 1400 1400 1500	651 661 650 657 658 659 663 667 656 673 654 655	1200 1200 *1200 *1200 1300 1300 1300 1300 1400 1400	631 641 630 637 638 639 643 647 633 636	1500 1500	634 635	
OTE-*-165 rate. All others-145 rate.													
REAR AXLE													
Oil Capacity	Six Pints—All Models												
	ilea					Six Pints-	-All Mo	dels					
Back Lash Between Driving Gear and Pinion—Minimum		en estado				Six Pints- ir Thousa							
Back Lash Between Driving Gear and Pinion—Minimum STEERING													
and Pinion—Minimum	1½ Deg		1½ T	Deg.		ir Thousa	ndths of		11/2	Deg.	11/2	Deg.	
and Pinion—Minimum STEERING	1½ Deg 3¼ Deg		1½ E 3¼ E		Fot	ir Thousa	ndths of	an Inch		Deg.		Deg.	
and Pinion—Minimum STEERING Front Wheel Camber				Deg.	Fot 1½ 3¼	ir Thousa	1½ 3¼	Deg.	11/2		11/2		
and Pinion—Minimum STEERING Front Wheel Camber Front Wheel Caster Front Wheel Toe-in Minimum Turning Radius	3¼ Deg		3¼ I	Deg.	Fot 1½ 3¼ 3¼	Deg.	1½ 3¼	Deg.	11/2	Deg.	11/2	Deg.	
and Pinion—Minimum STEERING Front Wheel Camber Front Wheel Caster Front Wheel Toe-in Minimum Turning Radius Front Wheel Bearing Adjustment	3¼ Deg	ζ.	3¼ I 16 23 Ft. 1 Tighten N	Deg.	1½ 3¼ 3¼ 23 Ft ght as Po	Deg. Deg. Leg. 1 In. 1 In. 1 In.	ndths of 11/2 31/4 1 24 Back off	Deg. Deg. Ft. 1/2 Turn	1½ 1 24 Ft or More	Deg.	1½ 1 24 Ft	Deg.	
and Pinion—Minimum STEERING Front Wheel Camber Front Wheel Caster Front Wheel Toe-in Minimum Turning Radius	3½ Deg	ζ.	3¼ I	Deg.	1½ 3½ 3½ 23 Ft 23 Ft 25 Ft 27 Ft 28 FT 28 FT 29 FT 20 FT 20 FT	Deg. Deg. Leg. 1 In. 1 In. 1 In.	1½ 3¼ 1 24 1 Back off 35-4(bound—1 pression—ic—2-A pound—5 pression—5 pressi	Deg. Deg. Le' Ft. 2½ Turn O Lbs. -C G-4X olus -G 5-G	1½ 1 24 Ft or More	Deg.	1½ 1 24 Ft	Deg.	
and Pinion—Minimum STEERING Front Wheel Camber Front Wheel Caster Front Wheel Toe-in Minimum Turning Radius Front Wheel Bearing Adjustment Recommended Tire Pressure Shock Absorber Valving—Standard	3¼ Deg	ζ.	3¼ I 16 23 Ft. 1 Tighten N	Deg.	1½ 3½ 3½ 23 Ft 23 Ft 25 Ft 27 Ft 28 FT 28 FT 29 FT 20 FT 20 FT	Deg. Deg 1 In. ssible and Lbs. Front Reiont Comp	1½ 3¼ 1 24 1 Back off 35-4(bound—1 pression—ic—2-A pound—5 pression—5 pressi	Deg. Deg. Le' Ft. 2½ Turn O Lbs. -C G-4X olus -G 5-G	1½ 1 24 Ft or More	Deg.	1½ 1 24 Ft	Deg.	
and Pinion—Minimum STEERING Front Wheel Camber Front Wheel Caster Front Wheel Toe-in Minimum Turning Radius Front Wheel Bearing Adjustment Recommended Tire Pressure Shock Absorber Valving—Standard All Models	3¼ Deg	ζ.	3¼ I 16 23 Ft. 1 Tighten N	Deg.	1½ 3¼ 3¼ 23 Ft ght as Po 35-40 Fra R	Deg. Deg 1 In. ssible and Lbs. Front Reiont Comp	1½ 3¼ 1 24 Back off assamment and assamment assamment and assamment and assamment and assamment assamment and assamment and assamment and assamment assamment assamment and assamment assamment assamment assamment assamment assamment and assamment as	Deg. Deg. Ft. Signature D LbsC G-4X olus -G 5-G olus olus	1½ 1 24 Ft or More	Deg.	1½ 1 24 Ft	Deg.	
and Pinion—Minimum STEERING Front Wheel Camber Front Wheel Caster Front Wheel Toe-in Minimum Turning Radius Front Wheel Bearing Adjustment Recommended Tire Pressure Shock Absorber Valving—Standard All Models TRANSMISSION	3¼ Deg	ζ.	3¼ I 16 23 Ft. 1 Tighten N	Deg. 11 In. ut as Tig. Lbs. 4.36	1½ 3¼ 3¼ 23 Ft ght as Po 35-40 Fra R	Deg. Deg 1 In. ssible and Lbs. Front Reiont Comp Front Stat Rear Ref tear Comp Rear Stati	1½ 3¼ 1 24 Back off assamment and assamment assamment and assamment and assamment and assamment assamment and assamment and assamment and assamment assamment assamment and assamment assamment assamment assamment assamment assamment and assamment as	Deg. Deg. Ft. Signature D LbsC G-4X olus -G 5-G olus olus	1½ 1 24 Ft or More	Deg.	1½ 1 24 Ft	Deg.	
and Pinion—Minimum STEERING Front Wheel Camber Front Wheel Caster Front Wheel Toe-in Minimum Turning Radius Front Wheel Bearing Adjustment Recommended Tire Pressure Shock Absorber Valving—Standard All Models TRANSMISSION Oil Capacity	3¼ Deg ½" 23 Ft. 35-40 Lbs 4.07 4 4.69	S.S.	3½ I 12 Ft. : Tighten N 35-40	Deg. (11 In. (ut as Tig. Lbs. (ut as 4.36 9	1½ 3¼ 3¼ 23 Ft ght as Po 35-40 Free Four and 4.06	Deg. Deg 1 In. ssible and b Lbs. Front Rel ont Comp Front Stat Rear Rear Rear Stati One-half	ndths of 1½ 3¼ 1 24 1 Back offi 35-4(bound—1-1 ression— iic—2-A pound—5 oression ic—2-A p Pints—A 4.06 4.69 6.21	Deg. Deg. Ft. ½ Turn) Lbs. -C G-4X olus 11 Models 4.41 5.07 6.74	1½ 24 Ft or More: 35-46 4.06 4.69 6.21	Deg 7 In. and Lock D Lbs. 4.41 5.07 6.74	1½ 5 24 Ft 35-46 4.06 4.69 6.21	Deg. 1. 8 In. 2 Lbs. 4.41 5.07	
And Pinion—Minimum STEERING Front Wheel Camber Front Wheel Caster Front Wheel Toe-in Minimum Turning Radius Front Wheel Bearing Adjustment Recommended Tire Pressure Shock Absorber Valving—Standard All Models TRANSMISSION Oil Capacity Ratio to Rear Wheels in Direct Drive	3½ Deg 1½ " 23 Ft. 35-40 Lb: 4.07 4 4.69 6.21 6	s	3½ L 18 23 Ft.: Tighten N 35-40 4.07 4.66	Deg	1½ 3¼ 3¼ 23 Ft ght as Po 35-40 Fre 1 R Four and 4.06 4.69 6.21	Deg. Deg. 1 In. ssible and Lbs. Front Reiont Compront Stat Rear Rear Compront Stat Rear Station Component Compront State Comp	ndths of 1½ 3¼ 1 24 Back off 35-4(bound—1 ression—ic—2-A pound—5 roression—ic—2-A p Pints—A 4.06 4.69	Deg. Deg. Ft. 1½ Turn O LbsC G-4X olus G-5-G olus II Models 4.41 5.07	132 132 24 Ft 24 Ft or More 3 35-40 4.06 4.69	Deg. . 7 In. and Lock) Lbs. 4.41 5.07	1½ 24 Ft 35-40 4.06 4.09 6.21 7.15	Deg. 1	
STEERING Front Wheel Camber Front Wheel Caster Front Wheel Toe-in Minimum Turning Radius Front Wheel Bearing Adjustment Recommended Tire Pressure Shock Absorber Valving—Standard All Models TRANSMISSION Oil Capacity Ratio to Rear Wheels in Direct Drive In Second	3¼ Deg 1½" 23 Ft. 35-40 Lb: 4.07 4 4.69 6.21 6 7.15 10.01 10	3.4.36 	3½ I 23 Ft Tighten N 35-40 4.07 4.6 6.21 7.1. 10.01	Deg	Four and 4.06 4.69 6.21 17.15 10.01 11.53	Deg. Deg. 1 In. ssible and Lbs. Front Reiont Comp Front State Cone-half 4.41 5.07 6.74 7.63 10.86 12.49 12.71	11/2 3/4 1 24 1 Back off 35-44 1 bound—1 ression—ic—2-A procession—ic—2-A procession	Deg. Deg. Let' Ft. Sig Turn D LbsC G-4X olus Il Models 4.41 5.07 6.74 7.63 10.86 12.49	13/2 24 Ft 24 Ft or More 3 35-40 4.06 4.69 6.21 7.15 10.01 11.53 11.72	Deg. Deg.	1½ 24 Ft 35-40 4.06 4.69 6.21 7.15 10.01 11.53	Deg 8 In	
and Pinion—Minimum STEERING Front Wheel Camber Front Wheel Caster Front Wheel Toe-in Minimum Turning Radius Front Wheel Bearing Adjustment Recommended Tire Pressure Shock Absorber Valving—Standard All Models TRANSMISSION Oil Capacity Ratio to Rear Wheels in Direct Drive In Second	3½ Deg 3½ Te 23 Ft. 35-40 Lb: 4.07 4 4.69 6.21 6 7.15 10.01 10 11.53	3.4.36 	3½ I 18 23 Ft.: Tighten N 35-40 4.07 4.6 6.21 7.1 10.01 11.5 11.72	Deg	For 11/2 31/4 31/4 31/4 31/4 31/4 31/4 31/4 31/4	Deg. Deg. In Thousa Deg. In In. Ssible and Lbs. Front Reint Comperciant State Cone-half 4.41 5.07 6.74 7.63 10.86 12.49	11/2 31/4 1 24 1 Back off 3 S-4(1 Back off 1 S-4(1 Back off 1 S-4(1 Back off 2 S-4 I Back off 1 S-4(1 Back off 2 S-4 I Back off 1 S-4(1 Back off 2 S-4 I Back off 1 S-4(1 S-4 I Back off 1 S-4(Deg. Deg. Le* Ft. Logical Turn LbsC G-4X C-G S-G-4X List List List List List List List List	132 1 24 Ft 24 Ft or More : 35-40 4.06 4.69 6.21 7.15 10.01 11.53	Deg. 1-4.41 5.07 6.74 7.63 10.86 112.49	13/2 24 Ft 35-40 4.06 4.69 6.21 7.15 10.01 11.53	Deg. 1	
and Pinion—Minimum STEERING Front Wheel Camber Front Wheel Caster Front Wheel Toe-in Minimum Turning Radius Front Wheel Bearing Adjustment Recommended Tire Pressure Shock Absorber Valving—Standard All Models TRANSMISSION Oil Capacity Ratio to Rear Wheels in Direct Drive In Second In First In Reverse Back Lash Between Gears	3½ Deg 3½ Te 23 Ft. 35-40 Lb: 4.07 4 4.69 6.21 6 7.15 10.01 10 11.53	3.4.36 	3½ I 18 23 Ft.: Tighten N 35-40 4.07 4.6 6.21 7.1 10.01 11.5 11.72	Deg	For 11/2 31/4 31/4 31/4 31/4 31/4 31/4 31/4 31/4	Deg. Deg. I In. Ssible and Lbs. Front Reiont Compercy on Stat Rear Retear Compercy of State Compercy o	11/2 31/4 1 24 1 Back off 3 S-4(1 Back off 1 S-4(1 Back off 1 S-4(1 Back off 2 S-4 I Back off 1 S-4(1 Back off 2 S-4 I Back off 1 S-4(1 Back off 2 S-4 I Back off 1 S-4(1 S-4 I Back off 1 S-4(Deg. Deg. Le* Ft. Logical Turn LbsC G-4X C-G S-G-4X List List List List List List List List	13/2 24 Ft 24 Ft or More 3 35-40 4.06 4.69 6.21 7.15 10.01 11.53 11.72	Deg. Deg.	1½ 24 Ft 35-40 4.06 4.69 6.21 7.15 10.01 11.53	Deg 8 In	