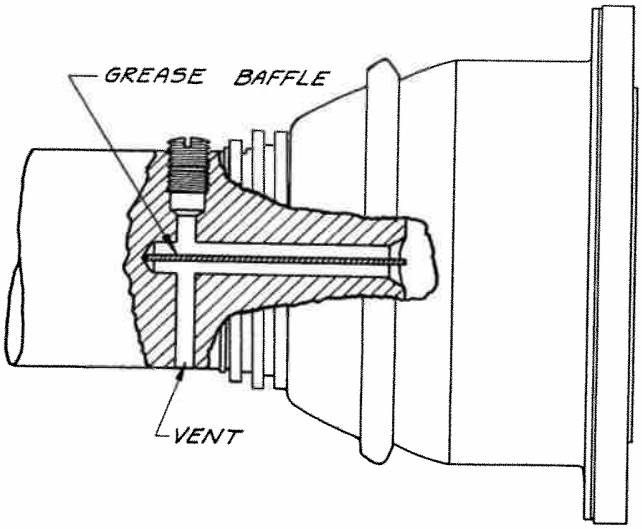
Universal Joints—Tenth Series



The lubrication of the Tenth series universal joints is shown in the illustration.

In performing this operation the joint is turned until the grease plug is at the top. The plug is then removed an Alemite nipple fitted, and grease is forced in at the top until it runs out the lower vent.

It will be noted that the grease baffle directs the lubricant into the joint proper, and no grease will come out of the lower vent until the proper level in the joint has been reached. Spicer universal grease joint should be used.

After the lubrication has been completed, the Alemite connector should be removed and the plug replaced in order to preserve the proper running balance in the joint.

Detonation

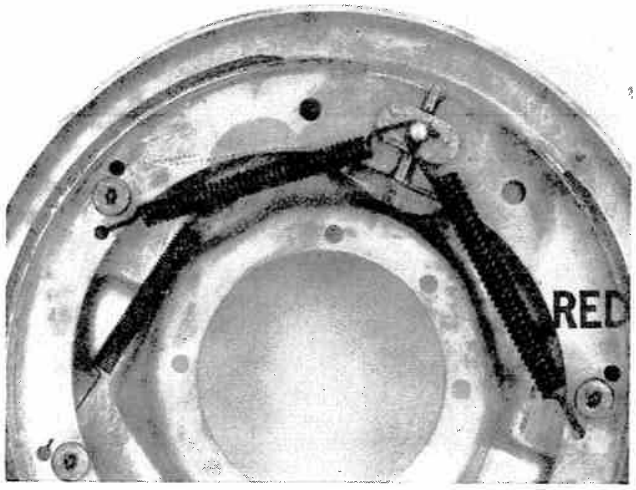
The spark timing for Tenth series cars is covered on the last page of the SERVICE LETTER dated February 1.

We have found a slight tendency toward detonation in some of the new Eights' and Super Eights', and an investigation has indicated that where the detonation is excessive, the compression will be found to be unusually high.

In such cases the spark advance covered in the SERVICE LETTER will be excessive, and the advance may be reduced without sacrificing performance. Instead of 9° it may be found necessary to reduce the advance to 6 or 7°.

Brake Shoe Springs

A change has been made in the location of the attaching point of the brake shoe anchor pin spring upper on the brake assemblies. A hole has been added in the shoe and brake assembly, which allows the use of a stiffer spring and slightly changes the angle of the spring pull.



The picture shows the new location of the hole and the new red spring under part 209156 increases the tension from 70 to 100 pounds.

This change eliminates the click which has been pronounced when backing up. It is possible to make this change on the 900 Series cars where it will also eliminate the back-up click.

900 Brake Cables

On the first run of 900 model cars the brake cables were longer than on the later cars, and as brake adjustments are made it will be found that in some instances all of the threaded adjustment at the end of the cable has been used up. In a case of this kind, $\frac{5}{16}$ can be cut off the clevis and still have enough thread left for an ample factor of safety. The clevis lock nut need not be over $\frac{3}{16}$ thick and the thin lock nut can be substituted wherever the thicker type has been used, which will also provide additional clearance.

Steering Knuckle Lubrication

A question has been raised concerning the lubrication of the steering knuckle pins on Tenth series cars.

The ball bearings on which the pins are mounted are packed with grease. They are carefully sealed and will operate for a long period without further attention. No Alemite connectors are used at this point, because a pressure lubricator is likely to blow out the oil seals.

We suggest that every year, or every 10,000 miles the plugs be removed and elbow type Alemites fitted. They can be installed by taking them apart and putting them together after the half of the connector which screws into the knuckle is in place.

A limited quantity of heavy oil or cup grease can then be used, although we suggest that a hand gun be employed so that there will be no possibility of excessive pressure.

After this has been done the Alemite should be removed and the plugs replaced so that there will be no possibility of damage through the use of a high pressure gun in the hands of some one unfamiliar with the construction.

DL Carburetor Information

CALIBRATION ON 826-833-840-845

826-833	840-845
14 metering pin	12 metering pin
44 Aspirating tube	37 Aspirating tube
Float needle seat	Float needle seat
No. 38 drill size	1/8" drill size

When *air cleaner* is used, change Aspirating tube to:
48 Aspirating tube — 40 Aspirating tube

When it is found necessary to check gas levels in float chamber, place test tank 6 feet above carburetor and set gas level in float chamber 13/16" to 15/16" from face of float bowl.

CALIBRATION ON 901-902-903-904

901-902	903-904
14 metering pin	12 metering pin
48 Aspirating tube	40 Aspirating tube
Float needle seat	Float needle seat
No. 38 drill size	1/8" drill size

When it is found necessary to check gas levels in float chamber, place test tank 6 feet above carburetor and set gas levels in float chamber 13/16" to 15/16" from face of float bowl.

CALIBRATION ON 726-733-740-745

726-733	740-745
14 metering pin	12 metering pin
44 Aspirating tube	37 Aspirating tube
5/32 float needle seat	5/32 float needle seat

When air cleaner is used, change aspirating tube to:
48 Aspirating tube — 40 Aspirating tube

When fuel pump is installed, change float needle seat to:
No. 38 drill size — 1/8" drill size

If, for any reason, the gas level has to be changed on cars using vacuum tanks, raise your test tank 2 feet above carburetor and set gas level at 13/16" to 15/16" from face of float bowl.

Where a *Fuel Pump* has been installed on a motor it will be necessary to change your float needle seat to the dimensions given above. Also, set your test tank to a height of six feet above carburetor to insure proper gas level in float chamber which is 13/16" to 15/16" from face of float bowl.

This is very important as fuel pump delivers 2 pounds pressure equal to six foot head on your test tank.

CALIBRATION ON 726 SERIES TO PRESENT SERIES, Inc.

	Metering Pin	Aspirating Tube	Float Needle Seat
726 - 733	14	44-.086	5/32
With air cleaner	14	48-.076	5/32
With fuel pump	..	.....	No. 38 drill
740 - 745	12	37	5/32
With air cleaner	12	40	5/32
With fuel pump	..	.....	1/8" drill
826 - 833	14	44	No. 38 drill
With air cleaner	14	48	No. 38 drill
840 - 845	12	40	1/8" drill
901 - 902	14	48	No. 38 drill
903 - 904	12	40	1/8" drill

Dash Pot Spring 726 to 902, inclusive, 3/4".
Dash Pot Spring 840 to 904, inclusively, 1-3/16"
Pump Spring on 2-piece pumps, 1-7/16"

Speedometer Pinions and Bearings

Gear and Pinion	Ratio	No. of Teeth	Model	Speed. Pinion	No. of Teeth	Speed. Gear	No. of Teeth	Bearing
141459	4.07-1	57-14	740-745-840-845	121791	20	118024	8	170722
141903	4.38-1	57-13	740-745-840-845	118970	22	118024	8	158146
141460	4.69-1	61-13	740-745-840-845	175442	23	118024	8	175441
141462	5.08-1	61-12	726-733	137102	24	118024	8	158145
184410	5.08-1	61-12	740-745-840-845-826-833	184571	25	118024	8	184497
141902	4.38-1	57-13	733 prior to frame 281649 726-826-833	118970	22	118024	8	158147
141461	4.69-1	61-13	633 after frame 281648	148440	21	118024	8	158147
141461	4.69-1	61-13	733 prior to frame 281649 and 726	137102	24	118024	8	158145
141461	4.69-1	61-13	633 after frame 281648—833-826	175442	23	118024	8	175441
141459	4.06-1	69-17	903-904-905-906	121791	20	118024	8	170722
141903	4.41-1	75-17	903-904-905-906	118970	22	118024	8	158146
141460	4.69-1	75-16	903-904-905-906	175442	23	118024	8	175441
184410	5.07-1	71-14	903-904-905-906	184571	25	118024	8	184497
141902	4.41-1	75-17	901-902	118970	22	118024	8	158146
141461	4.69-1	75-16	901-902	137102	24	118024	8	158145
141462	5.07-1	71-14	901-902	184571	25	118024	8	184497
202368	4.07-1	61-15	900	118970	22	118024	8	158146
202369	4.36-1	61-14	900	137102	24	118024	8	158145
202370	4.69-1	61-13	900	184571	25	118024	8	184497
202370	4.69-1	61-13	1001-2	137102	24	118024	8	158145
202368	4.07-1	61-15	1001-2	148440	21	118024	8	158147
202369	4.36-1	61-14	1001-2	175442	23	118024	8	175441
141903	4.41-1	75-17	1003-4	175442	23	118024	8	175441
141459	4.06-1	69-17	1003-4-1005-6	148440	21	118024	8	158147
141460	4.69-1	75-16	1003-4-1005-6	137102	24	118024	8	158145
184410	5.07-1	71-14	1003-4-1005-6	184571	25	118024	8	184497
141903	4.41-1	75-17	1005-6	118970	22	118024	8	158146

SUGGESTIONS OR QUESTIONS FROM READERS ARE ALWAYS WELCOME. HOW CAN WE MAKE THE SERVICE LETTER OF MORE VALUE TO YOU? *ADDRESS LETTERS—NORM. LULL—EDITOR—PACKARD SERVICE LETTER.*

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