

PACKARD MOTOR CAR COMPANY
DETROIT, MICHIGAN

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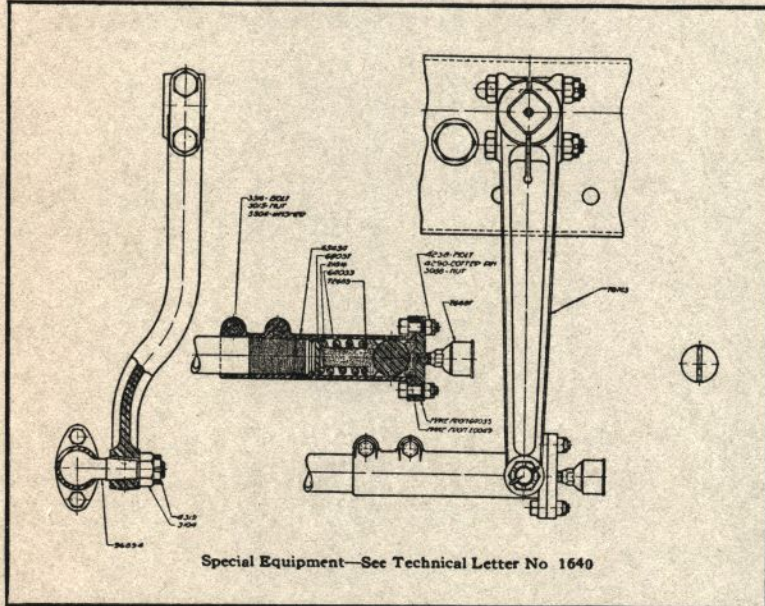
TO PACKARD DISTRIBUTERS

REFER TO THIS LETTER BY NUMBER

TO BE NOTED AND INITIALED BY	

SUBJECT

STEERING CONNECTING ROD REAR JOINT ON FIRST AND SECOND SERIES
TWIN-SIX CARS



We have developed a ball and socket joint which may be used to replace the block and pin joint at the rear end of the steering connecting rod on first and second series Twin-Six cars.

The construction used in the ball and socket joint provides an automatic take-up for wear, which greatly increases the life of the joint and prevents the rattle which will occur with the block and pin joint when the latter becomes loose.

After the steering connecting rod has been removed, the tube should be cut off flush with the yoke end at the rear end of the rod, and should then be threaded for 1½" with 1¼" 18 thread die. A standard third series casing may then be installed, using the parts shown in the drawing. The only new part is the steering lever ball joint, Pc. No. 96894. The remaining parts are identical with those used in the joint on the third series cross tube.

In order to provide for the lubrication of the ball joint, it is necessary to mount a grease cup on the connecting rod end plate, which must be drilled and tapped for a ⅝" pipe thread to accommodate the grease cup shown. It is also necessary to cut a ⅝" groove 1-16" deep along the back and sides of the outer socket as shown to allow the grease to pass from the grease cup to the ball joint.

In overhauling the steering connections of the first or second series car, we believe you will find it advisable to sell this improvement to the customer, as it gives a greatly increased life before permitting play to develop.

Yours very truly,

PACKARD MOTOR CAR COMPANY.

H. N. Davock

H. N. Davock,
Manager Technical Service Department.