

PACKARD MOTOR CAR COMPANY

DETROIT MICHIGAN

July 23, 1925.

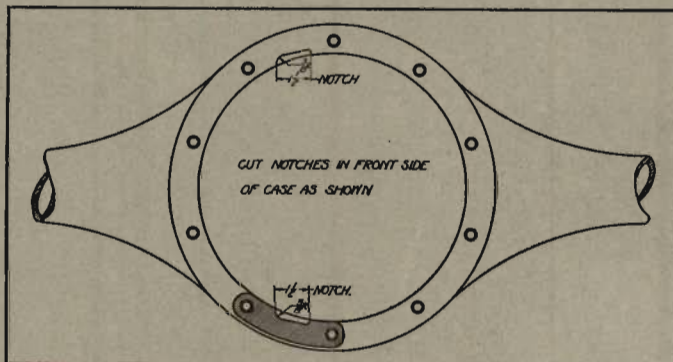
To Packard Distributers.

This Letter Supersedes Technical Letter 1808, July 15 issue.

Subject, Ring Gears and Pinions for Packard Eight Rear Axles.

REFER TO THIS LETTER BY NUMBER

TO BE NOTED AND INITIALED BY



Gentlemen:

In the future the Service Division will supply a new ring gear and pinion for Packard Eight rear axles, having twelve teeth in the pinion and fifty-six teeth in the ring gear. This combination gives the same gear ratio as before, although both the gear and pinion have been increased in size. The old gear and pinion will no longer be supplied. The new gears went into production with differential No. 211877, and were also used in a few differentials before this number.

The following parts will be required to make an installation on cars now in the field:

- 1—137507 Differential driving gear and pinion—12-56.
- 1—134292 Differential driving pinion bearing sleeve and cups assembly.
- 1—136793 Differential driving pinion bearing sleeve lock.
- 1—136794 Differential driving pinion bearing front nut.

The new driving pinion bearing sleeve is made necessary because a sufficient amount of thread cannot be engaged with the old sleeve.

When installing the new gears in the field, it will be necessary to cut out the front side of the axle housing as shown in the illustration to admit the larger ring gear. One marking template will be furnished to each dealer and distributor as they order out new gears.

Speedometer Gears for 5.1 to 1 Rear Axle

All seven-passenger Packard Six cars are now equipped with rear axle gears providing a ratio of 5.1 to 1. A 4.66 to 1 gearing was previously used in all Packard Sixes and is now employed in the five-passenger cars alone.

The new low gearing in the seven-passenger cars went into effect in the neighborhood of vehicle number 54,000 and can be identified by the letters "LL" following the serial number on the differential housing. The 4.66 ratio is indicated by a Single "L" at this point.

A few of the cars with the low gear ratio may have been equipped with the old speedometer gearing, in which case the speedometer reading will be 10% fast. In this case the following parts will be required for the changeover:

- 1—137107 Transmission rear bearing housing cover.
- 1—137102 Speedometer drive pinion and shaft.
- 1—137103 Speedometer drive pinion and shaft bearing.

In order to identify the speedometer gearing the bronze bearing supporting the pinion and shaft is stamped with the number of teeth in the rear axle gear and pinion. The marking is as follows:

- The 4.66 to 1 ratio is marked 12-56.
- The 5.1 to 1 ratio is marked 10-51.

These figures are stamped on the extreme outer end of the bearing.

Yours very truly,

PACKARD MOTOR CAR COMPANY.

H. N. DAVOCK, Manager,

Technical Service Department.

HND-MHP.