STEERING GEAR

The steering gear ratio of the Models 40 and 46 have been changed from 13 to 1, to 15 to 1. The 15 to 1 ratio steering gear worm can be identified by the "15" stamped on the worm for identification. The steering worm sector for the 15 to 1 ratio steering gear will also be marked with the Fig. "15".

These parts can easily be installed in steering gears formerly of 13 to 1 ratio. It will be necessary to install both the worm and the sector shaft when you desire to change the steering ratio.

OIL PUMP SCREENS

The importance of cleaning oil pump screens whenever the oil pan is removed for any reason cannot be over emphasized. Fig. 200 is an unretouched photograph of a V-8 oil pump screen removed from a cylinder assembly received at the Rouge plant engine reconditioning department.

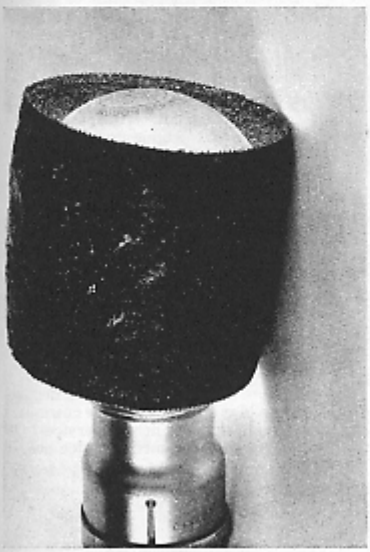


Fig. 200

Note the four small holes through which the light shows. This is the only opening in this screen through which the oil could flow.

Dealers' service managers should show this picture to each mechanic and point out the advisability of inspecting the oil pump screen whenever the pan is removed for any reason.

FRONT COVER ILLUSTRATION

The illustration on the front cover of this Bulletin is a reproduction of an actual photograph of the winning Ford V-8 car making one of the four bad turns at high speed.

Fred Frame, the driver, averaged 80.22 miles per hour for the 203 mile race.

Notice how the car is taking the turn at high speed without leaning. This is an easily understandable result of the Ford transverse springs and low center of gravity.

SHOCK ABSORBERS

In the August SERVICE BULLETIN it was stated that shock absorbers marked with the letter "B" were used on the rear of Fordor Sedan bodies only. These "B" shock absorbers are also used at rear of Tudor bodies.

The instructions given in the August SERVICE BULLETIN for the 1932 type automatic shock absorbers also apply to the present shock absorbers with the exception that before restoring original adjustment the depth of the adjusting screw from the end of the shaft should be not more than $\frac{3}{32}$" and not less than $\frac{13}{32}$".

If the shock absorbers have been tampered with restore to original setting (see Fig. 193).

Any shock absorber failing to give satisfactory service within the guarantee period which continues to give unsatisfactory service after adjustment has been restored to original setting should be replaced.

Caution owner as to the necessity of occasionally replenishing the fluid in the shock absorbers.

Use M-1046-C for automatic shock absorbers.

Use M-1046-B for manually adjusted shock absorbers.

Any adjustment of the shock absorber should be followed by a road test preferably with the owner accompanying tester. Only by this method can you be assured of the customer's satisfaction with your work.