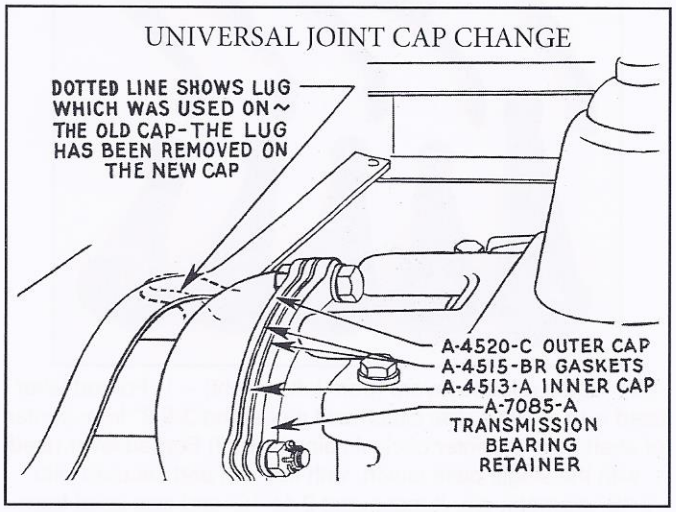
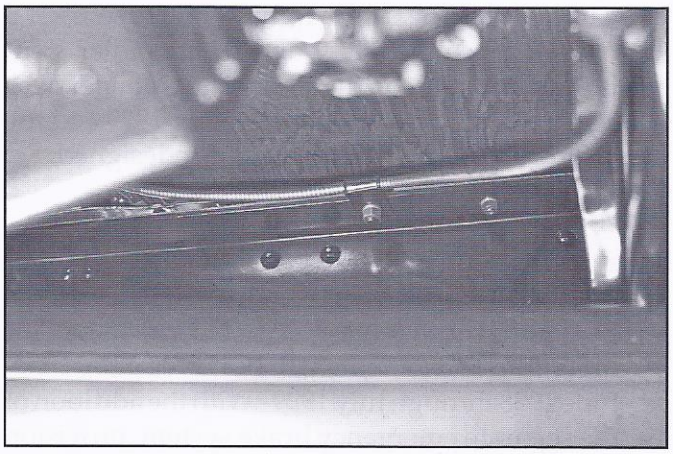
UNIVERSAL JOINT

See diagram titled "Universal Joint Cap Change" in this section.



SPEEDOMETER GEAR and CAP ASSEMBLY

The aluminum die cast speedometer cap contained the speedometer driven gear. From the beginning of production, two zinc plated fillister head cap screws (1/4" – 28 x 1") with a 3/8" diameter head, cross drilled for lock wire, attached the speedometer gear and cap assembly to the torque tube. In January 1928 the screw head diameter was increased to 7/16". From July 1928 through the end of production, two hex head screws (1/4" – 28 x 1") with a 7/16" width hex head and lock washers were used. The screws were cadmium plated until April 1929 and raven finished thereafter. The lock washers were unfinished. *See chart for various styles and application time line.*



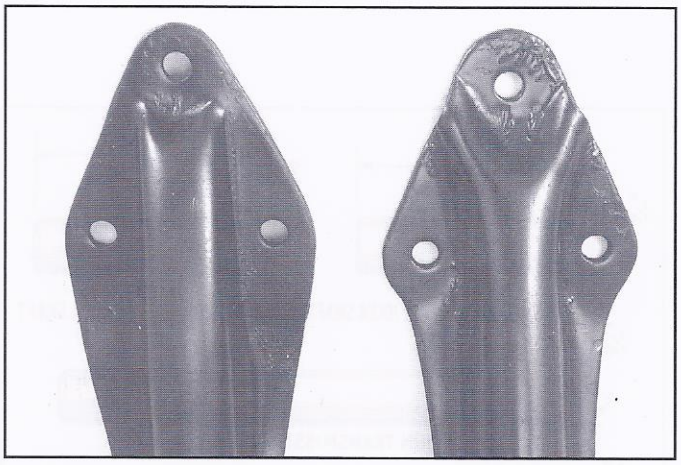
Speedometer cable clamped to frame (1930 through end of production is shown, earlier vehicles had the bolt inserted from underneath)

SPEEDOMETER CABLE SUPPORT BRACKET

The speedometer cable was fastened to the underside of the right frame rail upper flange. It was held by a special cable support bracket formed to match the diameter of the cable. The bracket was fastened with a 5/16"-24 x 11/16" hex head bolt, hex nut and lock washer. The bolt was inserted from the bottom through 1929 and from the top of the frame thereafter. The support bracket was finished in dipped black enamel. The hex head bolt was raven finished through early 1930 and black enameled thereafter. The nut was raven finished and lock washer unfinished throughout production.

RUNNING BOARD TO FRAME BRACKETS

The running board brackets were forged from the beginning of production through December 1928 when a stamped steel design was adopted. The forged brackets were used on some vehicles through March 1929. Some December 1928 through March 1929 vehicles had a combination of both forged and stamped steel running board brackets. In June 1931 reinforcing ribs were added on each side of the top rivet hole for added strength on some front running board brackets. Either style is acceptable through the end of production. All running board brackets were riveted to the frame.



Stamped steel running board brackets - no reinforcing ribs (left) and with reinforcing ribs (right)

FENDER BRACKETS

Front

Front fender brackets were redesigned a number of times during production.

- Initially, fender brackets were forged with squared outer ends and 1/4" raised round bosses at the fender edge. Each bracket was secured to the frame with one 1/2" diameter bolt and two 3/8" diameter bolts fastened with castle nuts and cotters pins.