UNIVERSAL JOINT			
	Transmission main shaft bearing retainer	**Universal joint housing cap – inner**	**Universal joint housing cap – outer assembly**
Beginning of production through December 1927	– Six bolt holes equally spaced –		
	Forged with 1/4" thick bolt hole flanges. The outside center areas on all four sides had a raised "hump like" look. The lubricator fitting was located on the middle right (passenger) side of the retainer.	No side holes for lubrication with a 2-5/32" diameter center hole.	Both the upper and lower caps were forgings. There were two types: Type 1 – The upper cap had a safety lug with a raised rib going up the center of the lug. The lower cap had a "T" shaped raised area. Type 2 – The upper cap had a welded on safety lug with no raised rib. The lower cap had a "D" shaped raised area where the safety lug was not welded on.
January 1928 through October 1928	– The bolt holes were changed to unequal spacing. From the top clockwise around the unit – the spacing was 3", 2-1/2", 2-3/4", 2-3/4", 2-1/2" and 3".		
	The lubricator fitting was moved to the lower right (passenger) side of the retainer where it remained throughout production.	In April 1928 the center hole was increased to 2-9/32" in diameter.	Upper cap had a welded safety lug with no rib. The lower cap had no indication of a safety lug as the "D" shaped raised area was eliminated.
November 1928 through March 1929	The retainer was changed to a casting and the thickness of the bolt hole flanges increased to 5/16". The four outside center sides were also changed to a "flat style" rather than a "hump like" style.		Eliminated the extended arms which were not needed with the new solid brake cross shaft. The upper and lower caps were either forgings (raised part numbers) or castings (recessed part numbers).
April 1929 through the end of production	– The six bolt holes were changed to equal spacing –		
	September 1929 A flange was added around the center hole which reduced the center hole diameter from 2-1/2" to 1-27/32". Used with new transmission oil baffle.	A 3/8" punched hole added on each side of the bell for lubrication.	The upper and lower caps were castings. The safety lug on the top cap was eliminated which made the upper and lower cap interchangeable. (See diagram titled "Universal Joint Cap Change" in this section.)

SPEEDOMETER GEAR CAPS

