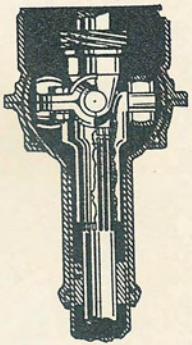


TYPES OF UNIVERSAL JOINTS USED IN MOTOR CARS

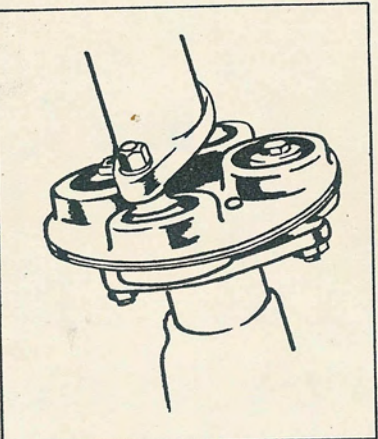


Plain Ball and Trunnion Type

This type is used in all Ford and Lincoln-Zephyr cars. It should be lubricated each 1000 miles with **KENDALL UNIVERSAL JOINT GREASE**.

Note:—Use a low pressure gun and inject several ounces of grease. Copious lubrication is essential.

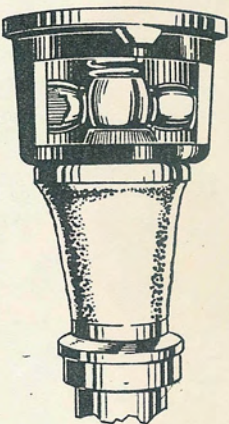
This same general type of universal joint is also used in Chevrolet, Buick, and Pontiac (previous to 1937). In these cars, however, it is automatically lubricated from the transmission and requires no periodic lubrication attention.



Rubber Bushing Type

This type is used in some 1937, 1938 Studebakers and older model Nash cars. End thrust and bending are taken up in the soft rubber bushings.

THIS TYPE UNIVERSAL JOINT SHOULD NEVER BE LUBRICATED.

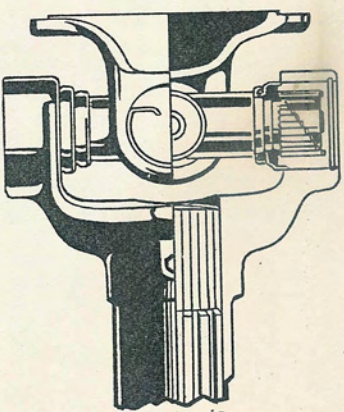


Detroit Universal Joint (WITH LEATHER BOOT)

This type of universal joint is used in Dodge, Plymouth, and Willys cars. It is easily distinguished by the leather dust boot which protects the moving parts from dirt and moisture. **KENDALL UNIVERSAL JOINT GREASE** is approved for lubrication of this type of universal joint.

NOTE:—The Detroit Universal Joints in 1937 and 1938 Dodge, Plymouth and 1938 Willys cars are packed with lubricant at assembly, and require further lubrication only every 20,000 miles or when disassembled.

In older cars, a low pressure gun should be used and **ONLY ONE OUNCE OF GREASE (ONE SHOT)** should be injected. When these joints are not equipped with fittings, remove the plugs, insert fittings for lubrication, replace plugs. While greasing, hold one hand over the leather boot. Make sure that no grease enters the boot or centrifugal force will burst it.



Needle Bearing Type

This type is distinguished by absence of a complete housing; the yokes and cross member are exposed. The bearings are of the needle type (many small rollers) and are packed at the factory with sufficient lubricant for at least 20,000 miles. Every 20,000 miles, or when disassembled, the bearings should be packed with **KENDALL CHASSIS LUBE**. (Exceptions to this were 1935 Cadillacs and LaSalle's. The joints were equipped with plugs to be removed, fittings substituted for **KENDALL CHASSIS LUBE**, plugs replaced).

The spline on this type of joint must be lubricated with **KENDALL CHASSIS LUBE** every 1000 miles.

Bendix-Weiss Universal Joint

This type of universal joint permits power transmission through greater angles without binding.

It is used in front drive Cord cars, and should be lubricated only with Cord Special Universal Joint Grease.

