

46T-11  
Dealer 7  
July 29, 1946

To: REGIONS, ZONES AND DEALERS

Subject: TRANSMISSIONS - NOISY IN 1ST and 2ND GEAR

Some of the recent cars may develop a noise in the transmission in 1st or 2nd gear at any speed. It usually develops after some miles of operation and is definitely a bearing and not a gear noise. It is loudest in 1st and 2nd although it may be heard in neutral.

The noise is in the transmission driving shaft and may be caused by a rough and noisy transmission driving shaft front bearing (roller) or by excessive preload on the 1st and 2nd speed gear bearings.

These conditions have been corrected in production and transmissions and driving shafts, gears and bearings assemblies produced after June 20th will be found satisfactory.

The troublesome bearing can usually be identified by the condition under which the noise occurs as follows:

1. The same noise in both 1st and 2nd - roller bearing at fault.
2. Noisy in both 1st and 2nd - but in varying degree - both 1st and 2nd gear bearings at fault.
3. Noisy in 1st speed only - 2nd speed gear bearing at fault.
4. Noisy in 2nd speed only - 1st speed gear bearing at fault.

Check the roller bearing rollers for uniformity of diameter and for flat spots. If found or in case of doubt change the bearing. Also check the pilot on the driving shaft for nicks and scores. Small scratches may be stoned smooth but care must be used not to stone a flat spot on the shaft. If damage cannot be corrected by stoning, install a new assembly.

Check the 1st and 2nd speed gear bearings on the driving shaft for excessive preload and rough operation.

The countershaft gear cluster and other transmission bearings are usually not involved and should not be changed unless inspection shows they should be replaced for some other reason.

(over)

Before installing the replacement driving shaft and bearings assembly drawn from service stock, it should be hand checked for preload. Hold the 1st and 2nd speed gears in one hand and slowly rotate the shaft three to five times. There should be some resistance to turning. If, however, the shaft seems to tighten up, the movement is sticky, rough or uneven, the assembly should be rejected and returned to the Factory for credit.

Before reassembling thoroughly wash and clean the transmission case and all gears and bearings. Carefully dry and lubricate all bearings before assembly. This is particularly true of the 1st and 2nd speed gears and bearings assembly which should be dipped in transmission oil and the gears rotated on the shaft several times to work the oil into the bearings.

Credit will be allowed for the driving shaft 1st and 2nd speed gears and bearings assembly plus a labor allowance at 1/2 the Dealer's registered customer labor rate for installation when the parts are returned with Request for Adjustment Form V-487 properly made out.

GEARS AND BEARINGS ASSEMBLY - DRIVING SHAFT, 1ST AND 2ND SPEED

- 373002 Standard transmission - 2100-01-03-06-11-30
- 354954 Overdrive transmission - 2100-01-11
- 354956 Overdrive transmission - 2103-06

DRIVING SHAFT FRONT BEARING

300290 2100-01-03-06-11-30

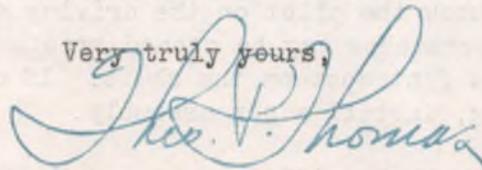
STANDARD TRANSMISSION ASSEMBLY - REMOVE, DISMANTLE, INSPECT REASSEMBLE AND REPLACE

T-210 5 hours 2100-01-03-06-11-30

OVERDRIVE TRANSMISSION ASSEMBLY - REMOVE, DISMANTLE, INSPECT REASSEMBLE AND REPLACE

T-230 6.8 hours 2100-01-03-06-11-30

Very truly yours,



Theo. P. Thomas  
 Technical Service Manager

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