

Packard—Chicago

Service Bulletin

No. 29-C

Date 10-5-34.

To: BRANCH MANAGERS, SERVICE MANAGERS & SHOP FOREMEN,
ALL DEALERS AND AUTHORIZED SERVICE STATIONS:

Subject: SERVICE TECHNICAL DISCUSSION CONTINUED

This is the third supplement to Bulletin #29. Service and shop employees from several points have reported that they are not receiving the information contained in the bulletins. Please see that the information is given to the service men and posted on the shop bulletin board.

ACCELERATION FIGURES In order to help you determine whether the acceleration is standard on cars coming in for service, the following may be used as a guide. We advise that you use a limit of approximately one second above these figures when checking customers cars in order to take care of variations and factors which do not appear on the Proving Grounds. The first "1100" Sedan listing was made on cars having less than 1,000 miles, the second on cars having over 15,000 miles.

<u>Car</u>	<u>Weight</u>	<u>Equipment</u>	<u>M.P.H. 5 to 30</u>	<u>M.P.H. 5 to 40</u>	<u>M.P.H. 5 to 50</u>	<u>Mean</u>
1002 - 7-Pass.	5907	DeLuxe	10.6	15.0	20.3	15.25
1003 - 5-Pass.	5067	DeLuxe	9.2	13.8	17.6	13.55
1006 - 7-Pass.	6000	DeLuxe	9.8	14.1	18.6	14.16
1100 - 5-Pass.	4975	Stand.	10.9	15.4	20.2	15.52
1100 - 5-Pass.	5048	Stand.	10.3	14.3	18.6	14.42
1103 - 5-Pass.	5240	Stand.	9.8	10.4	17.8	13.86
1104 - Club	5440	DeLuxe	10.4	14.1	18.3	14.28
1108 - 7-Pass.	6107	DeLuxe	9.8	13.8	18.3	14.0
1200 - 5-Pass.	4910	Stand.	10.45	14.8	19.7	14.99
1200 - 5-Pass.	5165	DeLuxe	10.6	14.9	19.5	15.03
1203 - 5-Pass.	5218	Stand.	9.6	13.1	17.6	13.48
1208 - 7-Pass.	6035	Stand.	9.5	13.1	17.15	13.25

GEAR SHIFT LEVER
STICKS

11th and 12th Series, Symptom: When making a shift, particularly from first to second speed, the gear shift lever does not follow through. The action feels as though the

Make every owner a salesman.

gears have butted just before entering second speed; the lever sticks and can not be forced to get gears into speed. To correct, start motor, leave clutch engaged, move shift lever toward gear which seems to butt. As the synchronizer brake engages you will feel the pull in the lever, the motor may slow down a trifle and the car have a tendency to move. As the movement is repeated, a slight squeak may develop caused by the burnishing of the synchronizer brake and cone. A little of this action will free up the brake allowing the gears to engage when shifting.

GEAR SHIFT LEVER BE-
COMES DISENGAGED FROM
SHIFTER RAILS

11th Series. This condition is caused by failure of one shifter rail to remain stationary while the other is moving. Located at the rear of the transmission case is a steel interlocking ball between the two shifter rails. This ball should be in place, also chocked for size. If found to measure less than one half of an inch in diameter it should be replaced.

FILLING AND BLEEDING
AIR FROM SHOCKS

12th Series. When this operation is performed on the car, the links should be disconnected and the motoring arm set in stiff position. The arm should then be moved to one end of the stroke and worked back and forth for a distance of one to two inches several times. This action bleeds the air from one piston. After there is no perceptible looseness, move the arm to the opposite side or end of the stroke and repeat the operation. Fill the shock with oil to the level plug only.

WHEEL RIM INSPECTION

All Models. Inspection of wheel rims can be performed efficiently without removing tires and tubes. Most generally, it will be found on removing the tires that the rims are so badly rusted that it is not possible to make an inspection. A better job of inspection can be made from the outside and with the aid of a good magnifying glass, a slight fracture may be identified.

CHANGE IN GENERATOR
BRUSHES

All Red Seal Generators. Remove the main brushes and cut down the surface between the copper leads from a 30° angle to a 15° angle. This is accomplished by filing off the 30° angle, making a slot wide enough to accommodate the brush pressure spring holder without interference. This change should be made at once. Failure to make the change may result in damage to the generator, out-out or both.

LUBRICATION OF PINION
BEARING

10th, 11th and 12th Series. When removing the differential carrier assembly or pinion assembly for repairs,

#3. 10-5-34.
Service Bulletin #29-C.

always renew the pinion bearing oil filter washers. These washers are described in Service Letter, Volume 7, #2. Failure to renew these washers may result in failure of the pinion bearings. The function of the pinion bearing filters can be compared with the purolator which filters the motor oil.

TIRE CARRIER BRACKET HOLES

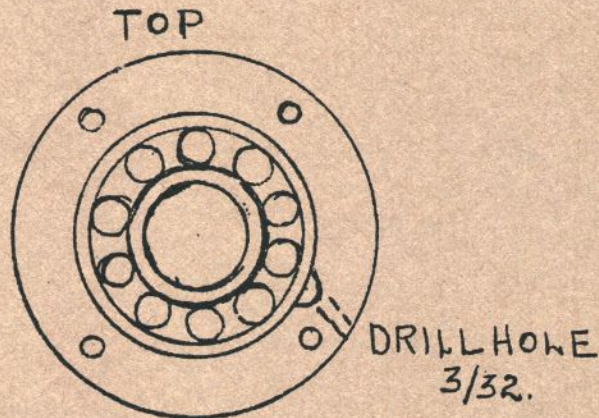
12th Series. On DeLuxe equipped cars, close the tire carrier bracket holes in the rear compartment back by inserting a cork of suitable size.

REAR COMPARTMENT TIRE WELL WATER DRAIN HOLE

12th Series. On DeLuxe equipped cars, close drain hole with copper wire wool.

OIL LEVEL DRAIN FOR REAR GENERATOR BEARING

Prior to 12th. Below you will find a drawing of that part of generator brush housing holding the bearing with the oil cover removed. Drill a $3/32$ inch hole in the side of the housing to act as an overflow drain. The hole should be drilled to enter the half round slot located in the housing. This groove extends from the retainer felt to the oil cover plate. Drill the hole as near perpendicular as possible without hitting the oil cover screw hole.



H. T. Jorgensen

H. T. Jorgensen,
Service Manager.

HTJ.MK.