

# Packard-Chicago

Date 11-8-34

## Service Bulletin

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

Subject: SERVICE TECHNICAL DISCUSSION CONTINUED

ROD BEARING IDENTIFICATION

12TH SERIES. The various bearing sizes can be identified by the letter etched in the shell. Standard A, - .001-B, .002-C, - .003-D, - .015-E. Both shell halves are marked and care should be used in handling to keep both halves intact as a unit.

CONNECTING RODS - TWELVE

PACKARD TWELVE. Twelfth Series rods are available for 9th, 10th and 11th Series Twelve. Rods are of the same type but are not interchangeable.

DETROIT LUBRICATOR CARBURETOR - POOR IDLE

MODELS - Large Eights having late type slotted aspirating tube, particularly Series 7-40 - 7-45. Symptom: The idle adjustment is sensitive and you can not secure a smooth idle. To correct, see that the carburetor is fitted with the proper metering adjustment pin which should be number twelve having a brass needle 1 7/16 inches in length, part #179278. Also, see that the aspirating tube is equipped with jet washer, part #194701, installed with the concave opening facing toward the pin. The metering pins which should not be used are the 10 and 0-12

DETROIT LUBRICATOR CARBURETOR ASPIRATING EQUIPMENT

MODELS - Large Eights having Detroit Carburetors with first type aspirating tube. When installing late type aspirating tube equipment, part #194727, also install metering adjustment pin #12, part #179278.

PISTON EXPANDERS

MODELS PRIOR TO 10TH SERIES. While doing a pin and ring job you may want to install a set of piston expanders. A very simple expander to install and one which has given very good results is the Thexton. The price of a set of eight is \$4.00 and the installation time one hour with pistons out.

**Make every owner a salesman.**

GASOLINE FUMES

MODELS - Eleventh Series cars were equipped with a vent opening in the top of the gasoline tanks. On some models the vent is located directly under the rear seat back floor. To prevent gasoline fumes from entering the body of the car, remove the rear seat cushion and back, if necessary, and test for leaks, using air hose. Seal all openings, holes and seam cracks with wool hair wadding, dipped in rubber cement or any other suitable sealer.

DIFFERENTIAL LUBRICANT

ALL MODELS. Summer and Winter recommendation - SAE-EP-90 which compares with our Ironsides Lubricant #EP-132. This is an all year round lubricant. New cars are shipped with this lubricant, therefore, require no change. One change of lubricant should be made each year at the approach of cold weather.

TRANSMISSION LUBRICANT

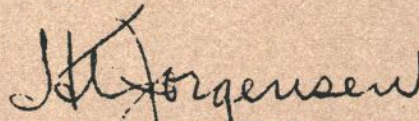
Synchro-mesh type. Summer Lubricant SAE-160 which compares with our Ironsides Lubricant #A-8. Winter Lubricant SAE-90 which compares with our Ironsides #A-7. New cars are shipped with SAE-160 and this should be thinned out when necessary using not more than one half pint of kerosene. Next year our recommendation will be to change transmission oil in the Spring and thin out at approach of cold weather in the Fall.

EXCHANGE CYLINDER BLOCK POLICY

ALL MODELS. Reference - Technical Letter #1953. Caution - When quoting your customer the cost of installing a factory exchange cylinder block, remember that the exchange price is made on the basis that the customer's old block is in such condition that it can be rebuilt and placed in service according to factory policy. Therefore, where the history of the car is not known, make a motor inspection before quoting a definite price. NOTE: Blocks which have been re-bored by an outside independent shop are not exchangeable for the reason that the independent shop too often grinds the block in an unsatisfactory manner and to an oversize which prevents placing the block back in service according to factory standards.

COOLING SYSTEM CORROSION

ALL MODELS. Emulsifying oil or dichromate should not be added to Prestone Anti-Freeze. Prestone prevents corrosion of cooling system metals, particularly aluminum.



H. T. Jorgensen,  
Service Manager.