

No. 29-I

Packard—Chicago

Date 11-28-34

Service Bulletin

To: BRANCH MANAGERS, SERVICE MANAGERS, SHOP FOREMEN,
ALL DEALERS AND AUTHORIZED SERVICE STATIONS:
Subject: SERVICE TECHNICAL DISCUSSION CONTINUED:

HEADLAMP WIRE COLORS 12TH SERIES. RIGHT LAMP: Driving and passing - green, City - red, Ground - black, Parking - black with red tracer. LEFT LAMP: Driving - white, City and passing - yellow, Ground - black, Parking - black with red tracer.

STARTING THE MOTOR MODELS - HAVING DETROIT CARBURETORS. COLD MOTOR: (1) - Close hand throttle on wheel. (2) - Pull choke button out all the way. (3) - Depress accelerator pedal sharply several times. (4) - Push choke in approximately one half inch. (5) - Turn on ignition switch. (6) - Depress clutch pedal. (7) - Step on starter button. Motor should start, advance hand throttle slowly to increase speed, push choke back in position as motor warms up.

FLY WHEEL BEARING SPACER - ALL MODELS. Reference - Service Letter Volume 7, #8. When installing clutch shaft forward bearing, part $\frac{1}{8}$ " 205454, install bearing retaining spacer, part $\frac{1}{8}$ " 205784.

RADIO CONTROL CABLE NUT 12TH SERIES. When attaching the control cable to the set do not use pliers to tighten knurled nut as this will damage outside cable and cause inside cable to bind.

BATTERY LIFE ALL MODELS. The life expectancy of the battery can be compared to that of tires - they both wear out with age and service. Tires are changed when they become a hazard to safe driving. Car owners do not try to get the very last mile from tires, they change them before the maximum mileage is reached. Likewise, sell your customer a new battery before complete failure occurs. Twenty four months or 24,000 miles is a good period to change batteries or at least get your owners thinking about a new one. Remember, your customer does not carry a spare battery for replacement.

Make every owner a salesman.

#2. 11-28-34.

Service Technical Bulletin #29-I.

WATERPROOFING TOPS

Burbank Material. After a top has been in service for a considerable period of time and particularly after cleaning, the material may lose its ability to shed water, causing it to leak. To overcome this condition, spray the top with one or two applications of clear water proof top preserver. It is made by the Protection Products, Incorporated. Pint cans list for \$1.00, quart cans at \$1.50. The time allowed is 1.5 hours.

FLOODING CARBURETORS

MODELS - DOWNDRAFT CARBURETORS. This condition most frequently is caused by small particles such as cork holding the needle valve off it's seat. To remedy - see that the gascolator screen, part #X-878, is in place, clean and not damaged. The screen should be installed under gasket.

TO ADJUST AUTOMATIC THERMOSTAT

MODELS - 9TH SERIES TWELVE. Remove thermostat assembly, unhook thermostat spring. Turn case to sixteen notches lean from zero mark. Hold choke lever up in fully choked position. There should now be .002 to .020 clearance between spring end and prong in case at 70° temperature. If not correct, loosen connecting link collar set screw on thermostat shaft and adjust shaft for correct spring clearance and tighten. Now, test linkage and piston for being free, choke lever should drop without help. Hook up spring to prong. Move thermostat case to zero position. See that thermostat spring does not rub case and that case edges extend beyond shaft. Adjust choke lever arm so that a light tap of the finger will push it down; accomplished by turning adjustment screw having small coil spring.

COPPER LEAD ROD BEARINGS - CAUTION

MODELS - STARTING 7TH AND LATER SERIES. When installing 12th Series type rods it is most essential to see that the motor oil base, screen and lines are cleaned most thoroughly. Any old bearing material or small particles reaching the new and harder rod bearings will have a tendency to roll up in form of small balls, and these small balls of metal score the bearing as it turns over on the crank pin.

GASOLINE TANK GAUGE FLOAT

MODELS - HAVING ELECTRIC TYPE. To check operation when tank is removed. Remove float assembly, attach fine tag wire to float shaft and replace float assembly, pass loose end of wire through one of the screw holes in tank and gauge cover, tighten gauge to tank with several screws. By lifting and lowering wire, float can be checked for travel, sticking, etc. If striking tank baffle plate, shorten float arm by putting in a small bend.

HTJ.MK.


H. T. Jorgensen,
Service Manager.