PACKARD SERVICE LETTER

VOL. 4, No. 23 DECEMBER 1, 1930

Cold Weather Starting

Education of the Owner is the Cure for Cold Weather Difficulties

THE carburetor which is being used on 8th series cars provides a simpler and an easier result in cold weather starting than we have ever had in the past.

If any of your customers report starting difficulty we are confident that it will be found to be caused by the fact that the proper starting procedure is not being followed. This procedure differs materially from that used in the earlier models, and it has been outlined so clearly by Mr. Moorhouse, our Chief Engineer, that we are quoting one of his letters:

1. Be sure the throttle is closed. This is very important.
2. Pull the choke button all the way out. This is also very important.
3. Prime or pump liquid fuel into the carburetor by using the accelerator pedal as a pump. In other words, work the accelerator pedal up and down several times. You can determine just how much pumping action is required through experience. If the weather is extremely cold, it will, obviously, require more pumping than in mild weather.
4. Turn on the ignition switch.
5. Step on the starter pedal. The motor should promptly start.
6. If the motor fires and immediately stops again, repeat the foregoing routine and try again.
7. After the motor has run for a few seconds, push the choke button about half way in. This will provide a rich mixture for warming up, but the mixture will not be as rich as with the choke button in the fully on position. It is not necessary to open the throttle.

"If failure results after following the foregoing instructions, then I would recommend that you have one of your expert mechanics first check the choke mechanism to make sure the choke lever in the carburetor is pulled to its fully on position. This can easily be checked because the choke lever when fully on comes to a stop against one of the screws which is used for attaching the float chamber cover."

"If the choke lever does not come to this position, liquid gasoline will not be pumped into the carburetor when using the accelerator pedal as a pump."

"If the choke lever on the carburetor does move to its fully on position and starting difficulties are still experienced, then I suggest that your mechanic remove the carburetor and by means of a feeler gauge, with the throttle in the closed position, check the clearance between the side of the butterfly throttle valve and the wall of the carburetor body. This clearance should be checked when the choke lever is in the fully on position. This clearance should be .020 to .025 inches."

"If the clearance is in excess of .020 to .025, it can be reduced by backing off the small adjusting screw to the right of and a little above the adjusting screw which is used for setting the throttle for the idling position of the butterfly valve. This screw is known as the throttle kicker screw and governs the amount the throttle is open from the idling position by the operation of the choke lever."

We urge that in delivering each new car you make sure that the starting procedure is thoroughly understood by the customer, reviewing with him the directions outlined in the booklet attached to the instrument board. In handling hard starting complaints you should also cover this situation with extreme care.

THE GENERATOR AND BATTERY

In preparing a car for winter operation the generator output should always be checked. Cases of run-down batteries will be greatly reduced in number if the generators are operating properly.

Some mechanics still believe that it is sufficient to check the generator charging rate and that if the generator is charging 18 to 20 amperes, the result will be satisfactory; this may not be the case. If the battery charge regulator cuts out at too low a voltage, the battery will not maintain its charge and the regulator should be checked as follows:

All Dyneto battery charge regulators are calibrated at the factory, and should not be readjusted without first carefully checking with volt meter to determine whether or not they are operating properly.

To make this check-up, first see that the battery is charged and in good condition and that all connections are clean and tight. Connect volt meter negative lead

to general terminal, and positive lead to motor for ground, start the motor and run at a speed that will allow generator to build up a voltage of approximately 7.5 volts. Allow about fifteen minutes for the regulator heating coil to heat thoroughly. If the regulator operates before this time has elapsed, it is operating at too low a voltage, and it should be adjusted. If the regulator does not operate during this time, increase the engine speed enough to cause generator to charge at a still higher rate, and let it run until the voltage reaches 8 volts. After running at this rate for a time, if regulator does not operate, it should be adjusted for a lower voltage.

To make adjustment when the regulator is cutting in too early, shut off the motor, and remove the regulator cover. Use ignition point wrench and turn the adjusting screw to the right, or down, a fraction of a turn. This increases tension on the operating blade, which will require more heat to open. Replace the regulator cover and start the motor. Allow it to run at a charging rate that will give approximately 7.5 volts at generator terminal. After running about five minutes, if the regulator does not operate, increase the rate to between 7.8 and 8 volts, and if it operates at this voltage, the unit is properly adjusted. If it operates before this at 7.5 volts, repeat the adjusting operation until the proper adjustment is reached.

To adjust for lower voltage, follow the same procedure, except to turn the adjusting screw to the left, or up, which will decrease the tension on the operating member. Unless the regulator cover is replaced after each adjustment, it is impossible to get the correct setting, because the blast from the fan will prevent thermostatic blades from operating.

If ammeter hand fluctuates excessively, it is an indication that the regulator is adjusted low, and this can be eliminated to a great extent by setting the adjustment higher. The proper adjustment for the least fluctuation of the ammeter hand is 7.8 to 8 volts, in that, this voltage occurs where battery charge voltage curve makes a sharp turn upward. The fluctuating condition is not serious, and unless the owner complains, it is not advisable to attempt to eliminate it.

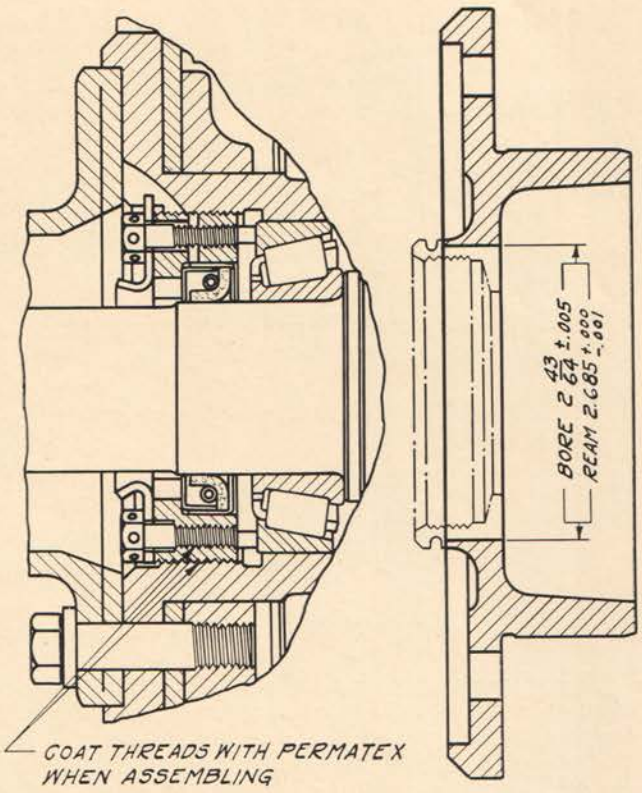
Rear Brake Oil Leaks

There has been a change made in the rear axle shaft bearing retainer to guard against oil leakage on the 840 and 845. The bearing retainer is bored out to allow for a retainer carrying a leather washer and spring to be installed; it is bored out to 2.685". If this work is done in your own shop it must be accurate, as the new cup which carries the leather is a press fit and must be tight.

If you are not equipped to bore out the bearing retainer the new one can be ordered under 185010; the new oil seal assembly under 185009 or the complete service outfit under 185436. These new parts can be used on sixth and seventh series custom cars but not on the standard cars.

It will be found on the standard seventh and eighth cars, all of which have the retainer referred to, that if there is a leak the oil is passing the threads.

Should such leaks occur it is necessary to coat the bearing retainer threads and lock screw threads with Permatex. This will stop the leaks.

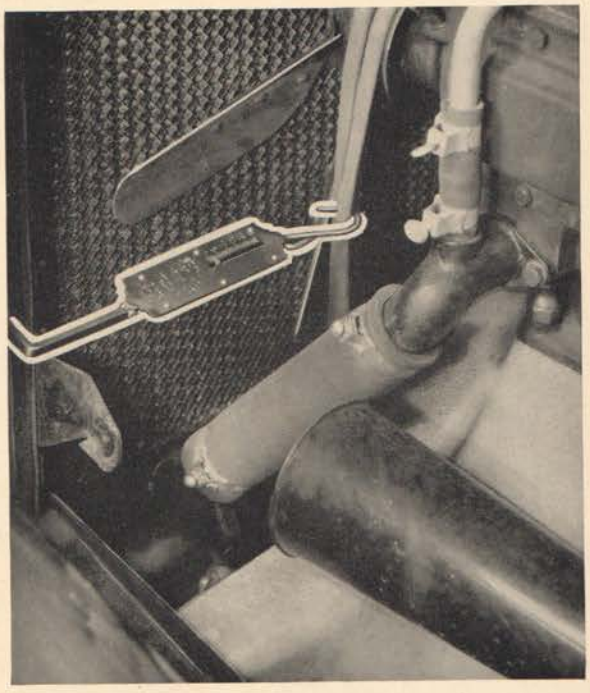


S. T. 793—FAN BELT ADJUSTING SCALE

MODELS 726-826-740-840

Net Price $1.00

The fan belt adjusting scale takes the guess out of adjusting the double fan belt. The standard fan belt adjustment should be 5 pounds, plus or minus 1 pound.



To get proper results, the hook of the scale should be placed in the center of the fan belt and the other end clamped to the radiator shell.

FRONT AND REAR AXLE SPRING CLIP NUT WRENCH—ST786

ALL MODELS

Net Price $2.50

Heavy duty double end box socket wrench 21″ long with 15/16″ and ¾″ openings with tremendous leverage. The handle is long enough to tighten rusty spring clip nuts. The long handle makes it possible to do the job without getting under the car.

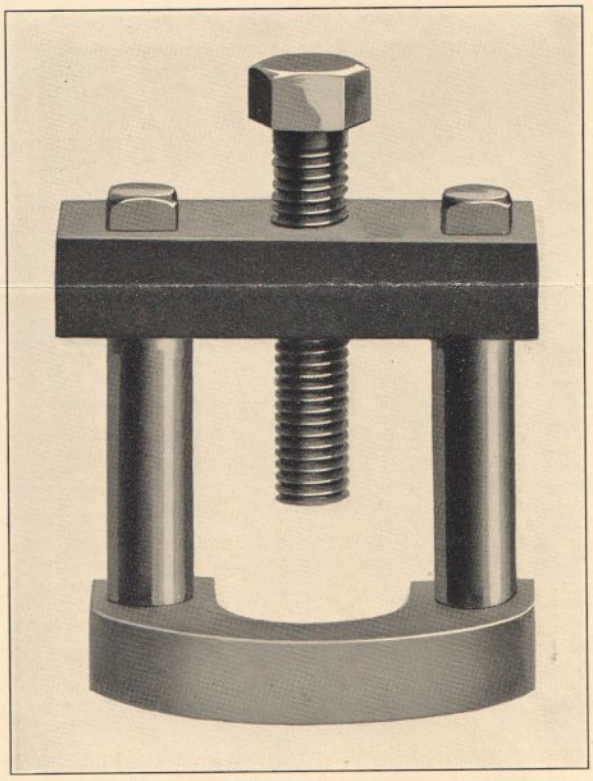
This one gets them every time and saves your time—

SHOCK ABSORBER CONNECTING LINK PULLER—ST790

MODELS 826-840

Net Price $3.50

This tool will remove the upper and lower ball joint connecting link on 826-840 Shock Absorbers.



This is a real time saver—You need one—

Putting Cars in Storage

It has been brought to our attention that after a car has been in storage for some time a badly rusted or sticking valve condition may result. This will not occur if the proper steps are taken when the car is put in storage. The old procedure of putting a small quantity of cylinder oil in each cylinder through the spark plug hole should be continued, but in addition to this, run about a pint of light oil and kerosene, half and half, through the carburetor and stop the motor while it is still smoking. This will leave a film on the valve stems and guides and prevent rusting and sticking.

Door Locks—Winter Weather

The modern wash rack is operated with high pressure equipment, which undoubtedly has its advantages, but it does, however, cause some trouble with door locks. With the temperature at freezing, the car which has just been washed and is allowed to stand in the open, will be hard to unlock because some water is forced into the key hole where it freezes. This condition can be prevented if the man in the wash rack is instructed to lubricate the locks after washing the car. This can easily be done by using a light oil such as Three-in-One, or we have found that glycerine is very effective during the winter season. Put the oil or glycerine on the key, insert the key in the lock and operate the lock several times, you will find that this does the trick and will save your customer quite a bit of annoyance.

A New Sign

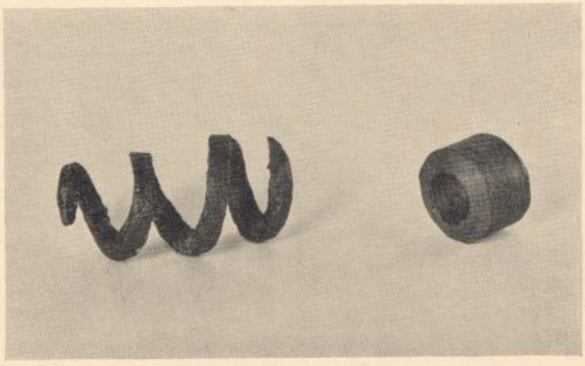
We show here a Used Car sign especially adaptable for dealer work; it is to be used inside of a Show Room window, it is lighted with five bulbs and is very inexpensive to operate.

The lettering is red and the inner border green, the background is gold and the frame of bronze finish.

The sign is approximately seven and one-half inches wide and thirty-six inches long; it should be ordered as "Used Car, P-12 sign." It sells for $12.00.

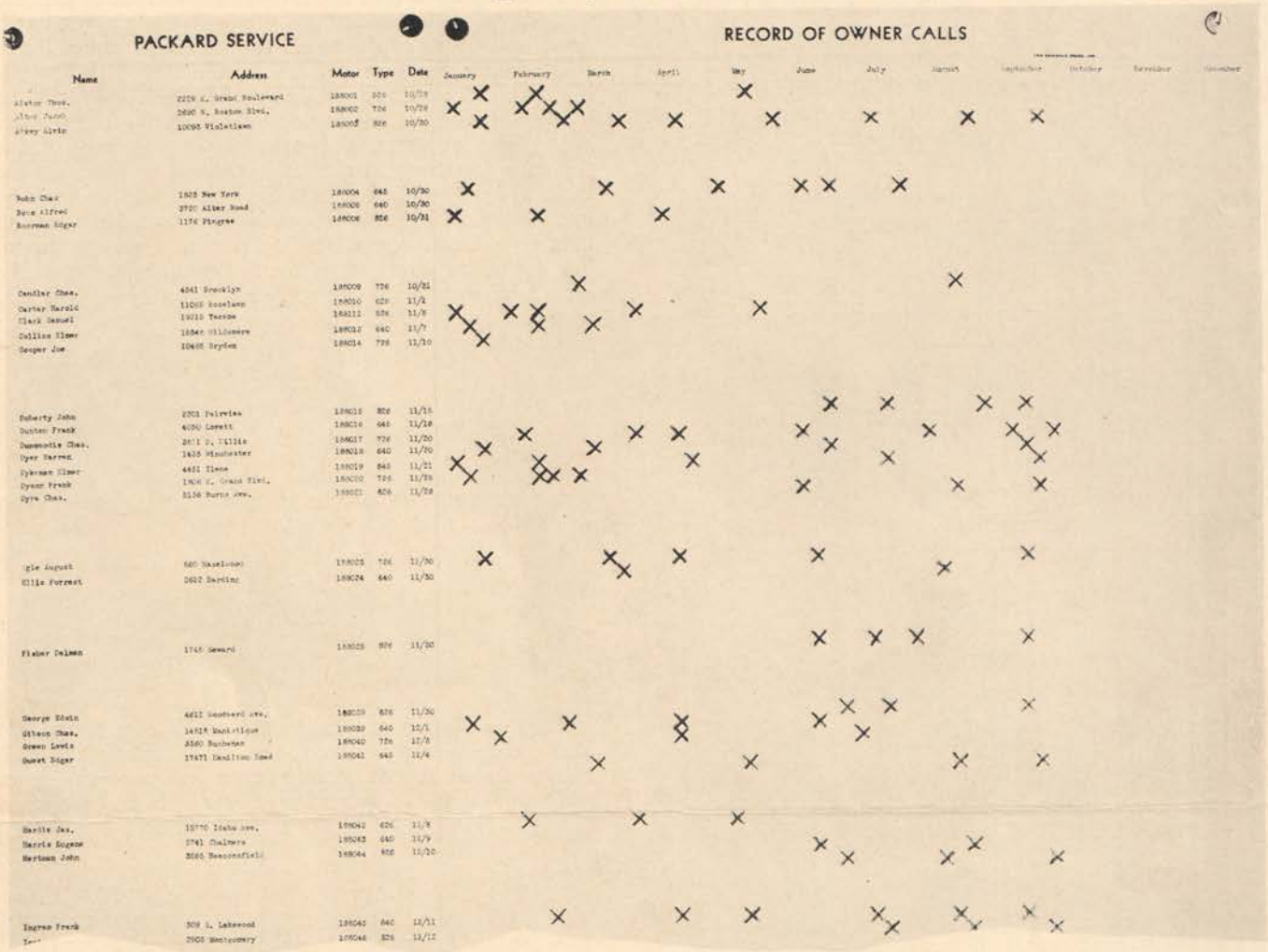
Water Pump Packing

There have been a few Eighth Series water pumps returned to the factory claimed to be defective. These pumps would have been O. K. if repacked with the proper packing and we must, therefore, insist that nothing



but factory packing be used. It can be obtained from the Parts Department under 184991; this packing is formed to fit the shaft and the gland. It is held in shape by beeswax. In looking at this packing one would think it was necessary to dismantle the pump and slip the packing over the shaft; however, this is not necessary as the packing can be unwrapped as shown in the picture and wound around the pump shaft and re-formed to a good fit.

A Follow Up System That Works



We show here a simplified system for recording owner calls. As far as we know the system was first used by the Syracuse Organization; it has several advantages over any other type of file previously recommended for this work. While the other systems are called visible, they are visible only in name—this one is visible all of the time; it is intended to be used on the wall, or with such equipment as Multiplex and the sheets have been made up in such a size that they fit the standard Multiplex stand.

The sheets are thirty five inches long; the first section is eight inches wide, designed to fit a typewriter. The second sheet is divided into twelve months and each month into five weeks, this sheet is fifteen inches wide. The sheets are supplied in the two sections so that at the end of the year the wide sheets may be taken down and filed for reference purposes, and a new sheet put up to start the new year.

The first section is made eight inches wide so that additional names may be added and so that the record may be kept on the typewriter and thus be made easily readable.

There are several variations which can be made in operating this system; in some places, a telephone number will want to be added to the information on the first section, some points will want to use colored tacks or pins to indicate calls made by the owner. In the sample which we have made up we have used a red pencil and indicated each call by a cross. A glance tells you the frequency of a particular owner's call and whether or not he has been in within the last three months.

The beauty of this system is its simplicity; it takes but a few minutes a day to keep it up-to-date, it is in front of you all the time, your customers will be pleased to know that you are interested in keeping in close contact with them, the boss will be interested in knowing that you are keeping track of the owners' visits and you will find that by keeping this chart in front of you, your spare moments through the day can be used to advantage in making calls or writing letters to the owners who are not coming in regularly. You can show by an additional mark on the chart just when you have been in touch with each owner.

Each sheet accommodates over 130 names; it will work out to special advantage for dealers' organizations although some of our larger Class "A" points have already ordered this system and speak very highly of it.

We Welcome Suggestions and Inquiries from Packard Service Men. Address All Communications Care Editor, Packard Service Letter.

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