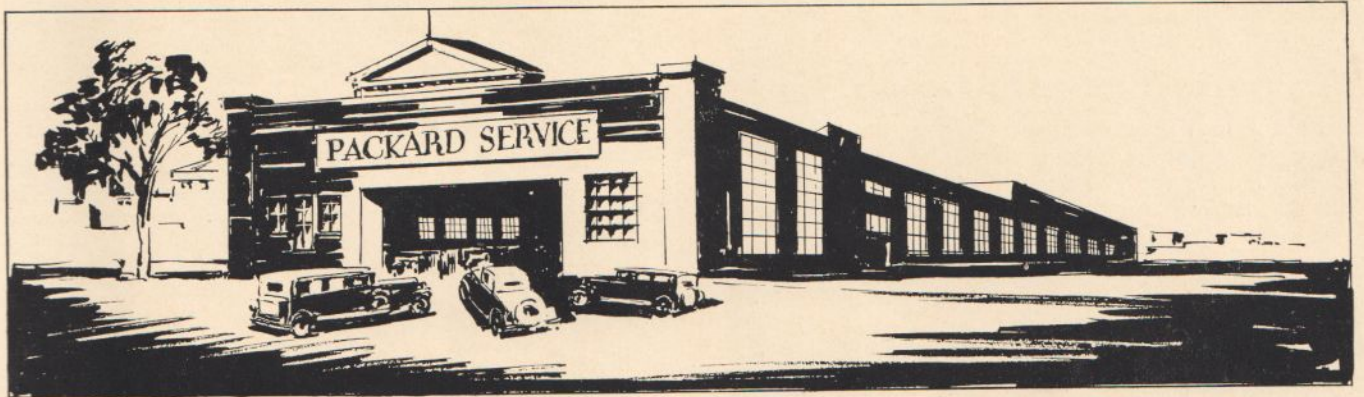
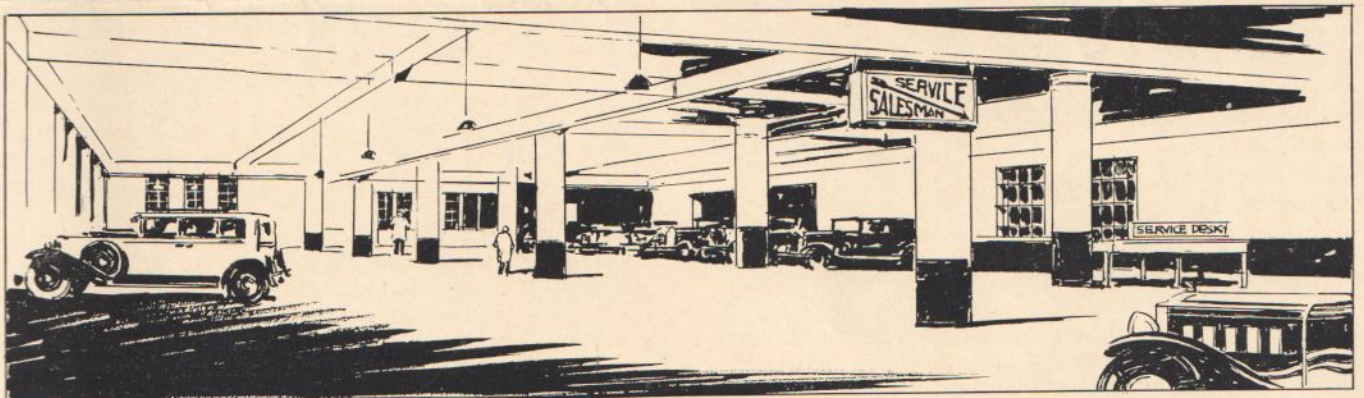


VOL. 5, No. 17

SEPT. 1, 1931



THIS IS A SERVICE STATION, THE CUSTOMER DRIVES IN EXPECTING TO FIND SOME SERVICE—



THIS IS WHAT HE FINDS—IT IS NOT A PUZZLE BUT DO YOU SEE ANYONE THERE TO SERVE HIM? EVERYBODY SEEMS TO HAVE BUSINESS ELSEWHERE—



WOULDN'T THIS LOOK BETTER? WHY NOT TRY IT?

Imprinted Claim Tags

The price on D-14 claim tags was changed some time ago to \$10.00 a thousand; some distributors have requested that these be supplied imprinted with their name and address and we are in a position to quote prices for the tags including imprinting.

In order for you to take advantage of these prices, it will be necessary that we have your order by October 1, and in the quantities mentioned:

In quantities of 2500—tags with imprinting
\$13.00 M.

In quantities of 5000—tags with imprinting
\$12.00 M.

In quantities of 10,000—tags with imprinting
\$11.00 M.

Having your tags imprinted saves you considerable work and at these prices we believe you will want to take advantage of this saving. Be sure that your order is placed before October 1.

Air Cleaner Equipments

One more correction is necessary on the information given you about air cleaners. It has been found that the installation for the 726 and 740 motors was somewhat different from that used on the 826 and 840 motors. Air cleaners are, therefore, supplied under the following numbers:

97956 Motor Carburetor Air Cleaner Equipment—826-833.

97957 Motor Carburetor Air Cleaner Equipment—840-845.

97980 Motor Carburetor Air Cleaner Equipment—726-733 and 626-633 if equipped with D. L. carburetor.

97981 Motor Carburetor Air Cleaner Equipment—740-745 and 640-645 if equipped with D. L. carburetor.

526 Body Wanted

If you have a 526 body of any type available please write Mr. Morrison, Packard Knoxville Inc., Knoxville, Tennessee.

Clutch Shaft Forward Bearing

In repacking the clutch shaft forward bearing which is mounted in the flywheel, it is advisable to use a gear having a high melting point in order that it may resist the high temperatures which develop at this point.

Alemite Clutch and Wheel Bearing Lubricant No. 2 meets our specification and we suggest that it be used for this bearing. It should be noted, however, that this grease does not correspond to that which we use in our own wheel bearings and that it should only be used in the flywheel.

Heaters

The Accessory Department has an exceptionally good line-up of heaters for this Fall. The best of their kind and the easiest to sell are:

Special Packard Tropic-Aire

An improved Packard Under-the-seat (Hot water)

Kelch Hot Air

Each will list for \$32.50 plus \$5.00 for installation.

If you begin now to canvass your owners, to let everyone without a heater know what you have, your sales should be even better than last year's. Let us go to work right now!

Shop Caps



ST-819 Net 8c

A slight increase has been necessary in the price of the Shop Cap called to your attention a short time ago in the Service Letter. This is of a very light canvas type material and word "Packard" is printed in red. These are now supplied at 8c apiece and should be ordered through the Special Tool Department under the number shown.

Adjustment of New Windshield

The Service Letter dated July 15, describes the adjustment of the windshield mechanism in the new series cars.

The instructions describe the regulation of the locking mechanism on the left side by means of the adjustment in the lower left corner of the windshield frame. We should also have stated that there is a similar adjustment in the lower right corner which should be used if the locking mechanism on the right side fails to engage or fails to release.

In other words the locking mechanism on each side is controlled by the tension of the wire on the same side, and should be adjusted independently. After each locking mechanism has been properly set the length of the right arm should be increased or decreased as necessary in order that the two locks may operate in unison.

Sixth Series Motors Heating

In Volume 5, No. 15 of the Service Letter, a paragraph contained information concerning Sixth Series motors heating with the side mounted water pump and it was suggested that a damper and larger fan equipment be installed. We find that there is a more simple way of handling this and suggest that you disregard the information concerning the larger fan.

If you will order out a fan belt under part 97936, a pulley under 97938 and a fan support under 97937, you will be able to speed up the operation of the fan on Sixth Series cars and thus prevent over-heating under the conditions referred to.

Where this condition is encountered, will you please order the three piece numbers referred to and cancel from your records the use of part 167602 fan, as described.



**NOTICE—SERVICE MEETING HAS
BEEN POSTPONED, SEE GEN.
LETTER 371**

Rear Axle Backlash

The presence of backlash in the driving line is something which is particularly noticeable during warm weather, and you will find instances of perceptible backlash in the hot weather which would not be noticed at any other time.

In the first place it is necessary to make a distinction between the lash which is actually caused by excessive clearance at some point in the driving line, and the lash which may be set up at low speed through the uneven running of the motor. It is never possible to eliminate the noise caused by the latter condition.

In most cases where excessive clearance exists in the driving line it will be found between the ring gear and pinion in the differential. The gear and pinion are originally adjusted to a clearance of .003" to .005" but the seating of the bearings in the differential carrier will always cause this clearance to increase after the car goes into service.

In checking the clearance at this point the first step is simply to tighten the left hand adjusting nut in the differential casing. This will force the ring gear back to its original position, and if it is found that the clearance is reduced to a point below .005" no further steps need be taken.

It has been our experience that no backlash will be noticeable at this point if the clearance is less than .005", and the adjustment should be made to obtain a final result between .003" and .005".

We have had some reports from the field to the effect that excessive clearance has been found in the side gears inside the differential and that it has been necessary to shim these gears in order to secure a good result. Our own conclusions, based on a very careful study, are that it is unnecessary to change the adjustment of the side gears when the ring gear and pinion are properly set.

Cowl Ventilator Leaks

It will be found that any leakage which may occur in the cowl ventilator may be corrected without difficulty if the ventilator adjustments are properly made.

The first step to take is to see that the sponge rubber gasket is properly installed. It should be cemented to the bottom of the trough in which it is mounted, but the sides of the gasket should be perfectly free. If the side of the gasket is cemented to the side of the trough the ventilator lid will not be able to compress the gasket evenly, and leakage will occur at any point where the contact is not a good one.

After making sure that the rubber gasket is properly installed the bolts holding the ventilator lid should be loosened and the lid should be pressed down firmly against the gasket, making sure that the contact at the forward edge of the ventilator is particularly good. After this has been done the bolts may be tightened.

Make sure also that the ventilator handle is mounted so that when the ventilator is in the closed position the handle is forward, taking up the clearance allowed for adjustment in the slotted and oversize holes in the ad-

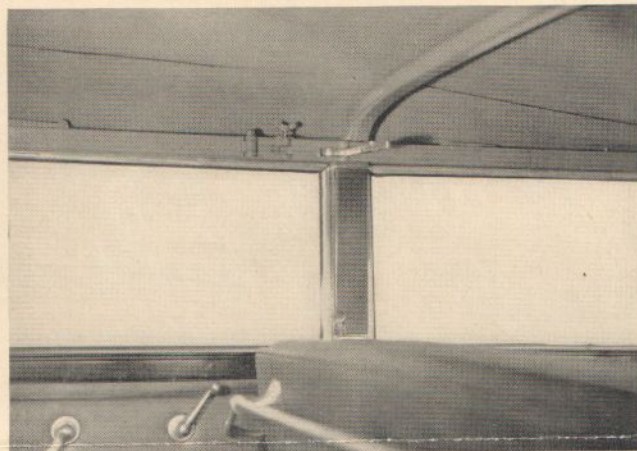
justment plate. This will allow the roller to ride on the front face of the last cam in the ratchet, thus exerting a downward pressure on the ventilator lid.

WINDOWS AND FASTENERS

Lower all window glasses to prevent marring. Be sure that all snap fasteners holding the fabric have been loosened. **IMPORTANT:** Failure to loosen the fasteners will result in their being torn from the fabric as the top is folded, probably tearing the top as well.

RELEASE CLAMPS

Release the two clamps holding the header bar of the top to the windshield. Then release the two lever locking devices which hold the side roof rails rigid. These are the plated levers located on the inside of the side roof rails just above and at the rear of the center pillar.

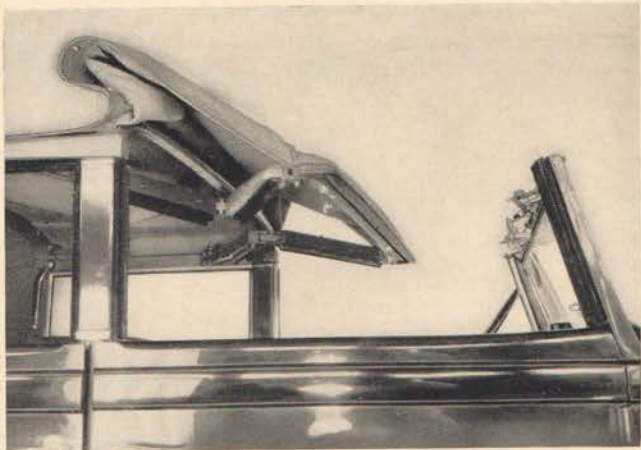


These levers are locked in place by means of a small thumb screw located just above the handle part of the lever. Release the lever by unscrewing the thumb nut, then swing each lever forward toward the front of the car. After releasing the top from the center pillar posts the levers should be swung back in place and again locked with the thumb nut so that they will not interfere with further collapsing of the top mechanism.

Release the lock holding the bottom of the center pillar post by turning the knurled knob until the post can be removed. To perform this operation stand upon the ground facing the pillar post, grasp the top of the pillar post and pull toward you. With the other hand raise the side roof rails sufficiently to clear the pin on top of the pillar post. The side roof rails are self-supporting without the aid of the center pillar posts.

FOLD THE SIDE ROOF RAILS

The side roof rail construction consists of a series of bars hinged together. The rails break inward at the center hinge, the forward half of the rail folds back beside the rear half and brings the windshield header bar back to fit snugly against the center top bow. In breaking the side roof rails be sure to keep the hands approximately two inches away from the center hinge to avoid pinching the fingers as the rails fold. In folding the rails after breaking the center hinge, the header bar of the top should be held with one hand and moved slowly toward the rear while lifting the loose top fabric above the folding rails with the other hand. Note that after the completion of this operation the header bar of the top, the doubled sections of the folded roof rails and the center bow of the top all lie in a parallel position across the center of the car.

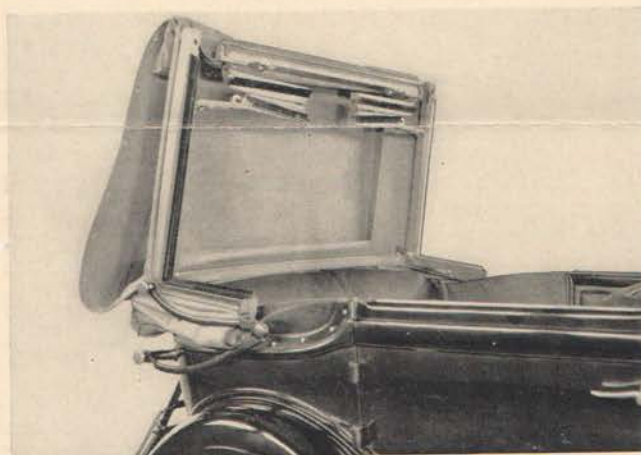


FOLD THE LANDAU ARMS

Located at the rear quarter of the top are two landau arms, one on each side of the car. The purpose of these arms is to exert pressure against the main bow thereby keeping the rear quarter of the top fabric taut. Break the landau arms at the hinge in the center of each.

FOLD THE REAR QUARTER TOP SECTION

The top is now free to pivot on the hinge located below the main top bow at the rear of the rear door.

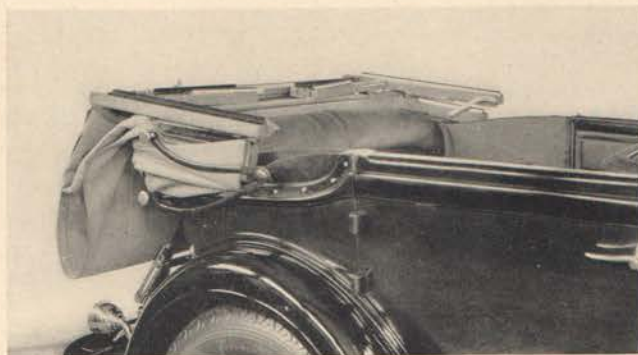


Swing the top backward very slowly, stopping several times to pull the loose top fabric and pads from between the telescoping bows. This is to prevent pinching the top fabric. Be careful to have good control of the top as it passes center while being lowered, for after passing center, the weight of the top will tend to pull it down heavily. Now grasp the uppermost part of that section of the top remaining perpendicular. Pulled slowly rearward this section swings downward in an arc and folds by means of a double linkage compacting the now completely folded top mechanism. As in other steps, be sure to keep the top material away from between the bows to prevent pinching.

STOW AWAY THE LOOSE FABRIC

No part of the top fabric or pads should be permitted to fold between parts of the top mechanism. If material is permitted to be caught between the folding bows, it will

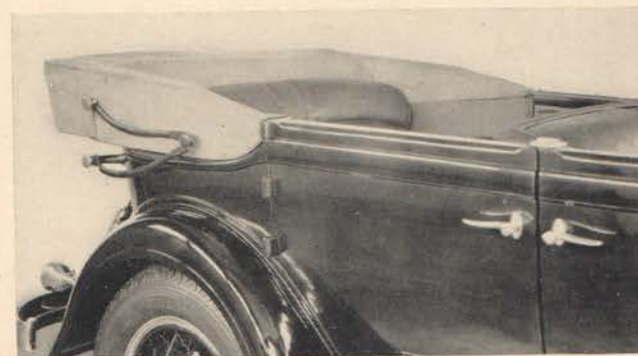
be pinched later causing the material to leak besides interfering with the compactness into which the top mechanism has been designed to fold. The top mechanism should be folded as though no fabric was attached to it. Always pull the fabric and pads away from the collapsing mechanism with an outward motion so that when the top is folded you should find two small folds of the pads on each side of the car and one large loose fold of the top fabric. Stuff the small pads into openings now apparent between sections of the folded top mechanism. Then standing at the rear of the car, grasp the loose fold of the



top material with one hand about fifteen inches from the outward edge. Taking the outward edge in the other hand, fold it toward the center, repeat this operation to the other side, then fold all of the top fabric forward, over the folded top mechanism, toward the front of the car.

APPLY THE TOP ENVELOPE

A strap is provided which is to pass through a loop located on the arm of the folded top. Buckle the strap tightly through the loop. This will prevent the folded top



from movement when the car is in motion. The top is now ready to be covered with the dust envelope. This envelope is tailored to closely fit the folded top and must be slipped on with a parallel forward motion. It cannot be fitted to one side, then to the other. Neither can the bottom of the envelope be fastened to the car and pulled over the top of the folded mechanism. Slip the boot over the folded top so that it completely covers folded top section. Pull it tight to take out wrinkles and compact the loosely folded top fabric and lastly fasten the snap fasteners which hold the boot in place.

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