

VOL. 7 No. 24

DECEMBER 15, 1933

## Cold Weather Starting

OUR starting instructions specify that the hand throttle should be opened half-way before turning on the ignition switch.

The object in opening the hand throttle is to release the mechanism controlling the choke in order that the choke may close. When the choke closes it can be distinctly heard from the driver's seat.

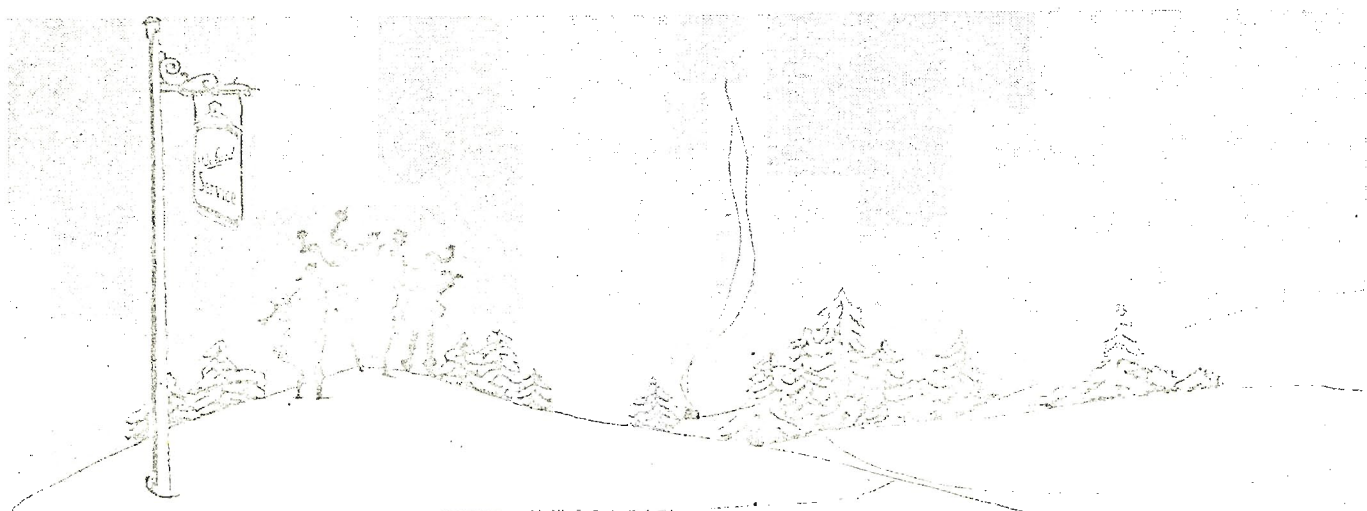
In checking any hard starting complaint, one of the first steps is to make sure that the opening of the hand throttle permits the release of the choke mechanism. If the release does not occur, it is either because the choke sticks or because the throttle linkage is improperly adjusted.

In order to insure the complete closing of the choke the car temperature should be not more than 50° to 55° F. When you are sure that the temperature is no higher than this, lift the bonnet and open the throttle by means of the throttle rod. If the choke snaps closed it is functioning properly. If it does not close it is sticking, and the choke mechanism must be freed up or replaced.

In some cases the failure of the hand throttle to release the choke will be found in the linkage. On the left side of the motor an adjustable rod runs from the bottom of the steering gear back to the throttle lever mounted on the dash. If the rod is too long, the upper end of the fulcrum at the lower end of the dash lever will be pushed forward out of position, and the hand throttle will not operate the balance of the linkage until the lost motion has been taken up.

This can be corrected by disengaging one end of the rod. It should be set so that when the hand throttle is closed there is no lost motion between the dash lever and the fulcrum at its upper end. When the adjustment is correct a half opening of the hand throttle will release the choke.

We suggest, however, that in order to be on the safe side it will be advisable to instruct customers to open the hand throttle fully when starting. This will insure the release of the choke even if there is play in the linkage. Our future starting instructions will be changed accordingly.



We Wish You All A Merry Christmas

## Brake Selector Adjustment

The amount of work performed by the vacuum cylinder in braking the current Packard car is controlled and regulated by a selector valve located on the left side of the instrument board.

This unit very seldom requires adjustment, however, if it is desired to check its operation, proceed as follows:

Rotate pointer on instrument board brake selector dial to No. 1 position. Next, check the selector valve on the dash to be sure it is wide open or up against the stop in the No. 1 position. You can feel this stop by taking hold of the rear universal joints and turning to the left. If the pointer is not in its correct position with the valve wide open, loosen set screw in connecting shaft and adjust.

After pointer and valve have been properly synchronized, proceed to check the vacuum in each position.

Remove  $\frac{1}{8}$ " pipe plug from valve and screw in hexagon fitting furnished with gauge. This fitting has two  $\frac{1}{8}$ " pipe openings to allow it to be pulled up tight with the assurance that one opening will be in such a position as to allow the hose with gauge to be attached. Back out one-quarter turn and screw  $\frac{1}{8}$ " pipe plug in opposite hole.

ST-929 List Price—\$3.00

With motor idling, the reading in No. 1 position should be approximately 20". The other positions of the valve will then provide the following ratios:

|          |          |
|----------|----------|
| No. 1—20 | No. 3—10 |
| No. 2—15 | No. 4—5  |

If maximum reading is not correct, remove cotter from end of stem projecting from center of valve body and

adjust spring tension by turning knurled nut. The amount the valve raises off its seat is governed by this spring.

If the shaft has been sprung or the valve unit damaged in such a manner that it cannot be adjusted to approximately the above gauge reading, replace with new unit.

## Winter Lubricants

Already this Winter in Detroit we have had a few cases of impossible starting due to too heavy oil in the crankcase. Everyone should realize that too heavy an oil is responsible for a large part of hard starting difficulties, and therefore be sure you are *selling* and *advising* your owners to change to the new Winter oils in accordance with our latest recommendations, as follows:

Below minus 15° F. . . . . 10-W plus 10% Kerosene  
Minus 15° F. to 40° F. . . . . 10-W  
0° F. to 60° F. . . . . 20-W

If heavier oils are used than those recommended, starting will be difficult or impossible. Read the complete article on, "New Motor Oil Recommendations," in the September 15, 1933 Service Letter.

## Paint Scheme "X" Change

Trade Letter T-2632 specified that on cars painted scheme "X" the striping of the body, bonnet and wheels was to be Ditzler's straw color. A recent change has been made and the striping on these cars is now Ditzler's Old Ivory.

If any painted parts for paint scheme "X" cars are ordered be sure and specify whether the parts are to be striped the Ditzler straw color or Ditzler's Old Ivory. This is very necessary if we are to ship parts correctly striped for the car on which they are to be installed.

## Air Cleaner Position

When the forward end of the air cleaner on the Packard Eight and Super Eight is moved outward it may cause an interference with the bonnet side which will produce a sharp rattle on the road.

In order to correct this condition the air cleaner may be swung inward, but when this is done care should be taken not to force it in more than enough to clear the bonnet side.

If the cleaner is forced in too far it will interfere with the throttle linkage and prevent a full throttle opening. The throttle opening should, therefore, be checked in each case after the air cleaner has been moved or replaced.

## Oil Cooler Replacement

Technical Letter No. 1950 describes the replacement of the oil cooler and the oil gauge tube assembly on the Eight and Super Eight.

A labor allowance of \$1.50 has been set up covering the replacement of the parts in question. This allowance will automatically be extended when the material reaches the factory.

It will be unnecessary to make out a separate labor request.

## Selling Lubrication—

Here is how they do it on the coast according to F. E. Rondell, General Service Manager of E. C. Anthony's. The "actors" are L. Levens and F. H. Lohstedt, Service Salesmen—

**Salesman:** "Good morning, Mr. Blank."

**Customer:** "Good morning. I would like to have the motor tuned and my brakes adjusted. Can I have my car by noon?"

**Salesman:** "I am sure we can get your car out by noon. I notice by the tag that your lubrication is overdue by 300 miles. We will have time to do that for you while the rest of the work is being done."

**Customer:** "Yes, I have neglected the lubrication, but never mind, I have a friend who has a service station that does my lubrication."

**Salesman:** "If you have a few minutes to spare I would like to show you where you can make a substantial saving in your lubrication."

**Customer:** "Yes I have a few minutes. What is it about?"

**Salesman:** "Our Company has a lubrication agreement covering the automobile for 10,000 miles. It is a saving of 25% or about one dollar per lubrication. Wouldn't you be interested in making that saving?"

**Customer:** "Yes, that is interesting, but suppose I am out on the road and my lubrication is due?"

**Salesman:** "This system is being installed throughout the country as fast as the factory men can get to the dealers. We now have it up and down the coast. We understand that Reno, Nevada, Billings, Montana, Salt Lake City, Utah, Chicago, Illinois, and New York have adopted this plan. They will all honor the agreement that you carry."

**Customer:** "Suppose I traded my car in before the book is completed?"

**Salesman:** "That is perfectly all right, we will reimburse you for the unused part."

**Customer:** "This all seems all right, but why are you people so anxious to give me a lubrication at a discount?"

**Salesman:** "There are different reasons. The first one is that you are way overdue on your oil change. With a contract you would be in our Service Department every 1,000 miles. The next reason is that you would receive proper lubrication. Your friend at the service sta-

tion may be honest and conscientious, but he may be unknowingly putting the wrong lubricants in your car. To lubricate a Packard, eight different types of lubricants are used. Surely the small service stations are not capable of carrying every type of oil and grease necessary for different types of cars. Therefore, whatever he has on-hand is going into your car. Another reason for coming here—we always test your car out to note its performance and see if anything needs attention so we can notify you and catch it in time, thereby saving a major job if neglected."

**Customer:** "Well, you have shown me things that I have never given much thought to. If I take this book what do I get in the way of Service?"

**Salesman:** "This lubrication book includes nine 1,000-mile lubrications and one 10,000 lubrication. You bring your car to our service department each 1,000 miles for lubrication, and a general maintenance inspection is made. Our report and recommendations are based on this inspection. No effort will be made to sell you unnecessary service. This is 'preventive maintenance' and is a marked improvement over the old style 'hit-or-miss' method which is bound to be expensive. There is no question as to the necessity of such service, nor as to the price being unusually low. It certainly is worth while, don't you think?"

**Customer:** "Yes, but it takes me a whole year to go to 10,000 miles. I have to pay in advance for the book. Why should I give your concern over \$30.00 for a year and let them make the interest on my money?"

**Salesman:** "I think I can settle that question. After all, the interest on \$30.00 for one year is only \$1.80 at 6%. You would still be saving money."

**Customer:** "Well, I can't seem to find any loop holes, so you had better make me out an agreement."

**Salesman:** "Thank you very much. I will bill one right out for you right away."

## Rear Axle Shaft Bearing Cup Puller

ST-922 List Price—\$7.00

Anyone who has removed the rear axle shaft bearing cup realizes it is a very difficult operation. We have designed a special puller with three expansion jaws made of tool steel which makes them light, tough, and hard. These three jaws have a 45° angle and are set on the outside of a 45° angular block and when this block is adjusted it expands the jaws in back of the bearing cup. The sliding bar handle, which is part of the tool, is used as a ram to remove the cups.



# This World-Wide Packard Service

### Oportunidades de Economizar Dinero en Servicio Mecánico

## Servicios Especiales de Mayana

A todos los Proprietarios de "FACHAFLO"

1. The first step in the process of identifying a problem is to determine the nature of the problem. This involves a thorough understanding of the situation and the factors that are contributing to the problem.

En la zona afectada por estos y similares ataques se trabajan actualmente estándares para la creación de Manuales. Estos trabajos son realizados por el personal de más experiencia en esta materia del ITC, para asegurar que dichos Manuales tengan los contenidos en profundidad y nivel de detalle adecuados para la realización de las pruebas.

Manuskripte mit Handschriften sind ebenfalls gut zu finden. Es ist die einzige, die ich gesehen habe. Es ist ein sehr interessantes Buch, das ich im Jahr 1854

[illegible]

R. González &amp; Cie.

CALL 512.94.1728 - MONTESVIDEO

## ASINE DEL MOTOR

[illegible]

2. **ESMERILAR VALVULAS, QUITAR CARGA Y AJUSTE DEL MOTOR . . .**

|  |  |
|--|--|
| 1. Acontece a morte de Jesus               | 1. Acontece a morte de Jesus               |
| 2. Jesus é sepultado no túmulo             | 2. Jesus é sepultado no túmulo             |
| 3. Jesus ressuscita e aparece a Maria      | 3. Jesus ressuscita e aparece a Maria      |
| 4. Jesus aparece a Maria e aos discípulos  | 4. Jesus aparece a Maria e aos discípulos  |
| 5. Jesus aparece a Maria e aos discípulos  | 5. Jesus aparece a Maria e aos discípulos  |
| 6. Jesus aparece a Maria e aos discípulos  | 6. Jesus aparece a Maria e aos discípulos  |
| 7. Jesus aparece a Maria e aos discípulos  | 7. Jesus aparece a Maria e aos discípulos  |
| 8. Jesus aparece a Maria e aos discípulos  | 8. Jesus aparece a Maria e aos discípulos  |
| 9. Jesus aparece a Maria e aos discípulos  | 9. Jesus aparece a Maria e aos discípulos  |
| 10. Jesus aparece a Maria e aos discípulos | 10. Jesus aparece a Maria e aos discípulos |

### Consideremo la Distanza Adiacente

de 5 y sobre las Tarjetas Especiales  
cuando se tienen las siguientes:

Nov. 2 v. 4 on collection of 16 No. 2

2002: 256–261.

Richard

*Colle Sierra, 1728*

5 LUSTRADO DE LA CARROCERIA, RE-  
TOQUES PINTURA y PEIR VQUE-  
LES . . . .

[illegible]

#### 4 CAMBIAR APOS A LOS PISTONES

[illegible]

## 7 CAMBIAR CINTAS DE FRENO

|                                      |                                  |
|--------------------------------------|----------------------------------|
| 1. Nombre y apellidos del interesado | Ing. Juan J. González            |
| 2. Domicilio                         | Calle 10, No. 10, San Juan, P.R. |
| 3. Profesión                         | Ingeniero                        |
| 4. Fecha de nacimiento               | 15 de Mayo de 1910               |
| 5. Lugar de nacimiento               | San Juan, P.R.                   |
| 6. Estado civil                      | Casado                           |
| 7. Fecha de matrimonio               | 10 de Mayo de 1935               |
| 8. Lugar de matrimonio               | San Juan, P.R.                   |
| 9. Número de hijos                   | 3                                |
| 10. Nombres de los hijos             | Juan, María y José               |
| 11. Fecha de inscripción             | 15 de Mayo de 1940               |
| 12. Lugar de inscripción             | San Juan, P.R.                   |
| 13. Firma del interesado             | Juan J. González                 |
| 14. Firma del testigo                | Juan J. González                 |
| 15. Firma del notario                | Juan J. González                 |

Los precios especiales de estas tarifas  
vigilan desde

Octubre 15 hasta Marzo 15 de 1934  
solo en el

SE PUEDE PEDIR LOS TRABAJOS POR SUS NUMEROS CORRESPONDIENTES

You may not be particularly interested in publishing a mailing piece exactly like the one shown above. It might not be of interest to your customers, but on the other hand, we believe you would be very much interested in knowing that R. Gonzalez & Company, Packard distributor in Uruguay, had this piece printed and sent out to their service customers. It is interesting to know that the Packard service stations in other countries maintain a standard of service at least equal, and possibly in some cases more than equal, to the standard which has been established in our own country. Their service departments are as neat and clean as any of our best establishments. Their parts department and their tools and equipment are kept in an exceptionally clean and

orderly condition. A well-ordered Packard service station in a country outside of the United States is even more a sales asset possibly than it is in this country for the reason that the man who buys a Packard must know definitely that he can get parts and Packard service for his car.

Possibly the Gonzalez service organization has used an idea which we started in this country. We are not so sure that we, on the other hand, could not well afford to adopt and use some of the things which they do; things which we may have grown to consider commonplace and, therefore, do not give them the attention that they deserve.

## Speedometer Pinions and Bearings

| GEAR AND<br>PINION | RATIO  | NO. OF<br>TEETH | MODEL                      | SPEED,<br>PINION | NO. OF<br>TEETH | SPEED,<br>GEAR | NO. OF<br>TEETH | BEARING |
|--------------------|--------|-----------------|----------------------------|------------------|-----------------|----------------|-----------------|---------|
| 141459             | 4.06-1 | 69-17           | 903-904-905-906            | 121791           | 20              | 118024         | 8               | 170722  |
| 141903             | 4.41-1 | 75-17           | 903-904-905-906            | 118970           | 22              | 118024         | 8               | 158146  |
| 141460             | 4.69-1 | 75-16           | 903-904-905-906            | 175442           | 23              | 118024         | 8               | 175441  |
| 184410             | 5.07-1 | 71-14           | 903-904-905-906            | 184571           | 25              | 118024         | 8               | 184497  |
| 141902             | 4.41-1 | 75-17           | 901-902                    | 118970           | 22              | 118024         | 8               | 158146  |
| 141461             | 4.69-1 | 75-16           | 901-902                    | 137102           | 24              | 118024         | 8               | 158145  |
| 141462             | 5.07-1 | 71-14           | 901-902                    | 184571           | 25              | 118024         | 8               | 184497  |
| 202368             | 4.07-1 | 61-15           | 900                        | 118970           | 22              | 118024         | 8               | 158146  |
| 202369             | 4.36-1 | 61-14           | 900                        | 137102           | 24              | 118024         | 8               | 158145  |
| 202370             | 4.69-1 | 61-13           | 900                        | 184571           | 25              | 118024         | 8               | 184497  |
| 202370             | 4.69-1 | 61-13           | 1001-2-1100-1-2            | 137102           | 24              | 118024         | 8               | 158145  |
| 202368             | 4.07-1 | 61-15           | 1001-2-1100-1-2            | 148440           | 21              | 118024         | 8               | 158147  |
| 202369             | 4.36-1 | 61-14           | 1001-2-1100-1-2            | 175442           | 23              | 118024         | 8               | 175441  |
| 141903             | 4.41-1 | 75-17           | 1005-4-1103-4-5            | 175442           | 23              | 118024         | 8               | 175441  |
| 141459             | 4.06-1 | 69-17           | 1003-4-1005-6-1103-4-5-7-8 | 148440           | 21              | 118024         | 8               | 158147  |
| 141460             | 4.69-1 | 75-16           | 1003-4-1005-6-1103-4-5-7-8 | 137102           | 24              | 118024         | 8               | 158145  |
| 184410             | 5.07-1 | 71-14           | 1003-4-1005-6-1103-4-5-7-8 | 184571           | 25              | 118024         | 8               | 184497  |
| 141903             | 4.41-1 | 75-17           | 1005-6-1107-8              | 118970           | 22              | 118024         | 8               | 158146  |

SUGGESTIONS OR QUESTIONS FROM READERS ARE ALWAYS WELCOME. HOW CAN WE MAKE THE SERVICE LITTER OF MORE VALUE TO YOU? ADDRESS LETTERS—NORM LULL—EDITOR PACKARD SERVICE LETTER.

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