

Packard **SERVICE TECHNICAL** **Bulletin**

Dealer 48T-22
August 30, 1948

To: REGIONS, ZONES AND DEALERS

Subject: INCORRECT TRUNK LID LOCK CYLINDER ASSEMBLIES - 22ND SERIES MODELS

Due to a temporary shortage of 22nd series trunk lid handle assemblies and trunk lock cylinder assemblies, a number of cars were shipped from the Factory after March 9, 1948, in which 21st Series handles and locks were used. However, when 22nd Series handles and locks again were available, an undetermined number of cars were shipped in which 21st Series locks were used in combination with 22nd Series handles.

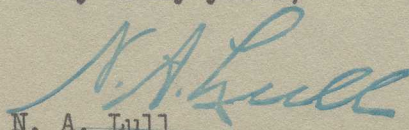
When this latter combination is used, the locks may operate satisfactorily over an uncertain period of time but lock failure eventually can be expected due to the fact that the locking shaft or stem is not long enough to fully engage in the latch when used with a 22nd Series handle assembly.

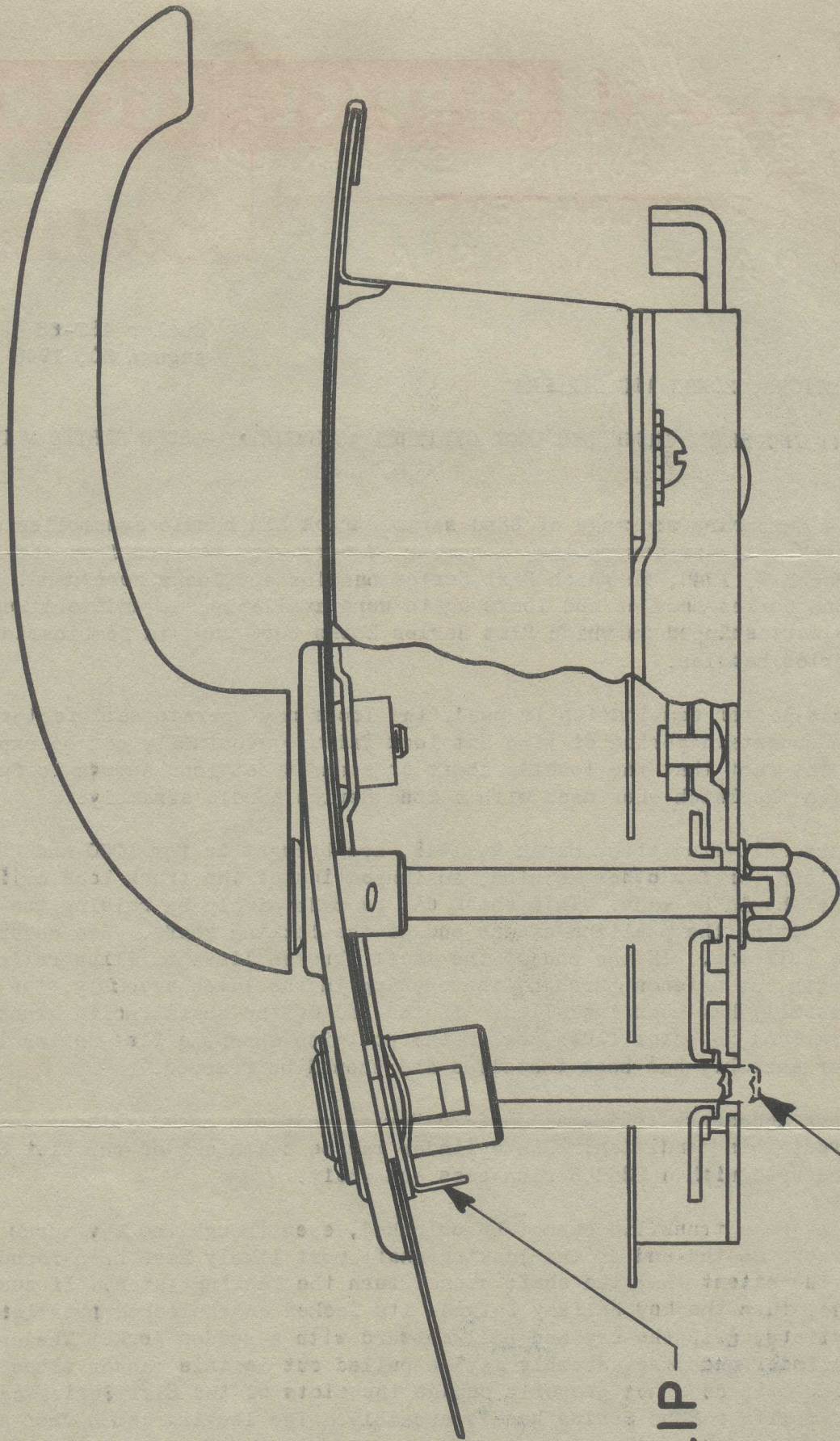
When cars delivered after March 9, 1948, are brought in for 1000 and 3000 mile inspections, or for other service, an inspection of the trunk lock cylinder assembly should be made. This check can be made simply by raising the trunk lid and noting the position of the end of the locking shaft. See reverse side of this bulletin. If the end of the shaft (broken lines in illustration) is flush with, or extends through, the opening in the latch assembly, the proper lock assembly has been installed. If the end of the shaft (solid lines in illustration) is below flush, or in the position shown, a 21st Series lock cylinder assembly has been installed and should be removed.

It is not necessary to install a 22nd Series complete lock cylinder assembly to correct this condition. The cylinder may be taken out of the 21st Series case and used with a 22nd Series case and shaft.

In the event a trunk lid cannot be unlocked, even though the key turns freely, the corners at the end of the locking shaft most likely have been rounded off to the extent that the shaft cannot turn the locking latch. If such is the case, turn the key halfway between its locked and unlocked positions and, using pliers, grip the key and pull outward with a sudden jerk. The complete lock cylinder and case assembly may be pulled out in this manner since the retaining clip does not properly engage the slots of the 21st Series case when used with a 22nd Series handle assembly. The locking latch then may be turned using a screw driver.

Very truly yours,


N. A. Lull
Service Technical Manager



CLIP

PROPER POSITION