

Packard SERVICE TECHNICAL Bulletin

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To: ZONES AND DEALERS

Subject: TIGHT BONNET HINGES AND BONNET VIBRATION - 24TH SERIES

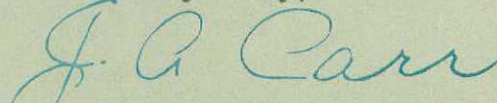
Reports are being received from the field on (1) tight bonnet hinges which, in a few instances, has resulted in bonnet buckling and (2) bonnet flutter or vibration when driving.

Stiff bonnet hinges may be freed up by thoroughly lubricating the friction surfaces of the hinge with lubriplate. Oil is not recommended since it tends to dry up in a short time when exposed to heat from the engine. Lubriplate may be applied with a brush or thin paddle and the bonnet then should be worked up and down to spread the lubricant.

Felt insulator pads are installed between the bonnet panel and the panel support at the rear corners of the bonnet. These should be checked and additional padding added if they are not tightly compressed between the panel and the support. This will provide additional reinforcement at the hinge sections of the bonnet and also will reduce the tendency of the bonnet to flutter at the rear.

When bonnet flutter is encountered, the rubber bumpers at the front of the bonnet should be checked to make sure that they are making full contact on the radiator grille. In some instances, it has been necessary to bend the flange under the bonnet downward or upward slightly to provide proper bumper contact. There should be no interference between the bonnet flange and the radiator top splasher retaining screws. If the flange strikes the screw heads, the cut-out in the flange for the screws should be enlarged. It also may be necessary to adjust the bonnet lock pilot so that the bonnet is held down firmly at the front.

Yours very truly,



J. A. Carr, Manager
Parts and Service Department

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