



Packard SERVICE TECHNICAL



Bulletin

51T-32
Dealer 28
July 31, 1951

TO: ZONES AND DEALERS

SUBJECT: CHASSIS OIL LEAKS

In performing a chassis lubrication, it should be the responsibility of the operator to check for oil leaks at the various points in the chassis where leaks may develop.

In some cases the leaks can be corrected without adding appreciably to the time required for lubrication. We are referring particularly to the differential carrier flange and the brake backing plates.

Even though the nuts at these two points have been properly tightened in assembly, they will usually require retightening because of the compression of the gaskets and the seating of the mating parts.

Loose differential carrier bolt nuts will be indicated by leakage at the carrier flange or at the nuts themselves. If allowed to continue, enough oil may be lost to cause the scoring of the differential gears or bearings.

Loose brake backing plate bolts are usually indicated by oil stains on the lower face of the backing plate, but these bolts should be checked in any case because looseness will be found before it progresses far enough to show actual leakage.

The backing plate bolts may be checked from the outside of the plate (the inside of the car). It will usually be found that they can be properly tightened at this point, but if the nut turns with the bolt, it will, of course, be necessary to remove the wheel and drum.

The checking of the backing plate bolts is perhaps even more important than the differential carrier nuts because loose backing plates will not only cause an oil leak, but may also develop lost motion which will be noticeable in applying the brakes.

Very truly yours,


J. A. Carr, Manager
Parts and Service Department

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