



Packard

SERVICE

TECHNICAL

Bulletin

51T-48

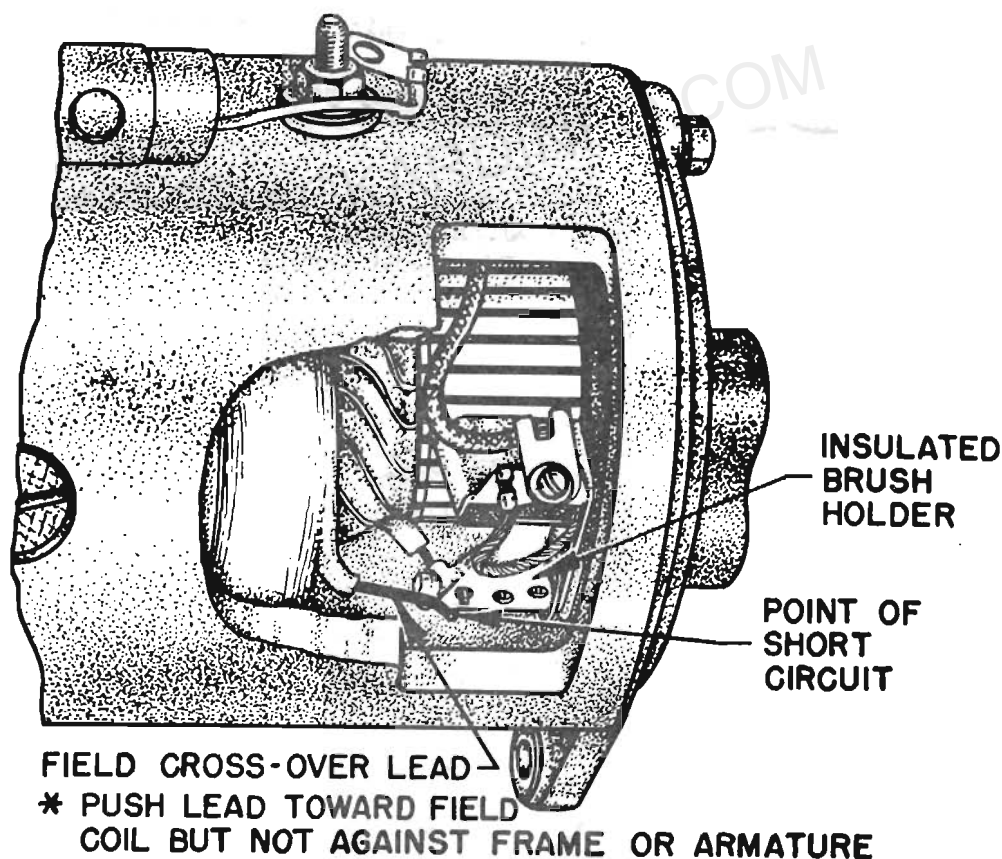
Dealer 42

December 21, 1951

To: ZONES AND DEALERS

Subject: REGULATOR POINT BURNING AND RUN-DOWN BATTERIES  
ON DELCO-REMY EQUIPPED CARS

There have been some Delco-Remy generators produced since June, 1951 that may have the field coil cross-over lead touching the insulated brush holder. (See illustration.) This lead, touching the insulated brush holder, causes a short circuit at this point, which allows excessive field current to go through the regulator points, resulting in burned regulator points, high generator cut-in speeds, failure to charge, and run-down batteries.



To be sure that this condition does not exist on any Packard "200", "250", or "300" model cars, all Delco-Remy equipped 24th Series models "200", "250", and "300" received by the Dealer after June 1, 1951 and all 25th Series "200", "250", and "300" models received up to December 15, 1951 that have Delco-Remy electric equipment should be brought in to the Dealership and the generator cover

band removed for inspection of the field cross-over lead. Push the cross-over lead away from the brush holder, toward the field coils, but not against the frame or armature.\* (See illustration.)

Generators produced during the months of June, 1951 through December, 1951 are identified by the codes: 1-F- 1 to 30, 1-G- 1 to 31, 1-H- 1 to 31, 1-J- 1 to 30, 1-K- 1 to 31, 1-L- 1 to 30, 1-M- 1 to 15, stamped on the generator name plate.

Wherever a short circuit has occurred in the generator field cross-over lead, the car should be sent to the local United Motors Service for repairs or replacement of the regulator, which will be taken care of on a warranty basis by United Motors Service.

Very truly yours,

*J. A. Carr*  
J. A. Carr, Manager  
Parts and Service Department

JAC:pam