

Packard SERVICE TECHNICAL Bulletin

55T-19
Dealer 16
May 23, 1955

To: ZONES AND DEALERS

Subject: OIL CONSUMPTION - 55TH SERIES

Several reports have been received of excessive oil consumption in the 55th Series engines.

Several things can contribute to excessive oil consumption, therefore, we suggest that this type of complaint be handled in the following manner:

- a. Thoroughly inspect the engine for oil leaks and correct if necessary.
- b. Change the engine oil, using the proper grade oil (SAE 20 or 30) and check the rate of oil consumption accurately for a few hundred miles.
- c. Road test the car for excessive oil smoke from the exhaust. Run the car at a good rate of speed, release the accelerator and let the car coast down to about 20 MPH. Open the accelerator wide and check the amount of smoke coming from the exhaust.

A small puff of smoke is normal with engines having overhead valves.

If the oil consumption is found excessive, the following procedure should be followed:

1. Plug the rocker lever shaft holes as described in Service Technical Bulletin 55T-16, dated March 28, 1955.

The left rocker assembly should be removed to plug the holes in this shaft. Without disassembling, slide the rockers on the shaft to uncover the holes. Remove the cotter pins, washers and end rockers to plug these holes.

2. The right rocker assembly cannot be removed without removing the heater; however, the holes can be plugged as follows:

Remove the carburetor and coil.

Loosen the four rocker bolts far enough so that the rocker levers can be shifted sideways to uncover the shaft holes for plugging.

Remove the cotter pins, washers and end rockers to plug these holes.

NOTE: Refer to Service Counselor Vol. 29, No. 5, May 1955, for illustrations of the valve spring compressing tool. The bent screw driver shown in the illustrations is not furnished with the tool. Bend a small screw driver to the approximate shape shown, to use in holding the intake valve when removing the spring.

3. With an intake rocker turned up as shown, clamp the two ears of the tool under a rocker bolt so that the thumb screw aligns with the end of the intake valve stem. Place the bridge portion of the tool on the valve spring seat, turn down the thumb screw until its point enters the bridge.

Turn the engine crankshaft to get the piston at its highest position.

Insert the bent screw driver through the spark plug hole and hold the intake valve up against its seat.

Turn down the thumb screw compressing the spring far enough to remove the valve keys.

Release the thumb screw, remove the bridge, spring seat and spring.

While holding the valve against its seat, install the oil deflector as shown.

Reinstall the spring, spring seat and valve keys.

Install the oil deflectors on all intake valve stems.

Due to the lack of clearance between the heater and the rockers at No. 8 cylinder, it will be necessary to use the hex head screw instead of the thumb screw.

After the rocker shaft holes have been plugged and the intake valve oil deflectors have been installed, the car should be driven 500 to 1000 miles to determine if the high oil consumption still exists.

In some rare cases, it may be necessary to remove the pistons and replace the oil rings. However, do not replace the oil rings until the engine has been thoroughly tested after plugging the rocker shafts and installing the oil deflectors; also, do not replace the oil rings without plugging the rocker shafts and installing the oil deflectors.

4. The new type oil rings are installed as follows:
 - a. Place spring spacer in ring groove with spring spacer gap above piston pin hole.
 - b. Holding spring spacer ends butted together, install steel rail on top side of spring spacer. Locate rail gap at least one inch to left of spring spacer gap.

- c. Still holding spring spacer ends butted together, install the other steel rail on lower side of spring spacer. Locate rail gap at least one inch to right of spring spacer gap. (Spring spacer ends must butt).

Please refer to Service Counselor Vol. 29, No. 5, May 1955, to the article "Engine Numbers, 55th Series." For your ready reference, the following changes started in production:

- a. Rocker shaft holes plugged or omitted March 19th, Engine No's. A-10869, B-6421, C-5203.
- b. Intake valve oil deflectors - April 18th, Engine No's. A-12431, B-8930, C-8377.
- c. New type oil rings - April 18th, Engine No's. A-12431 -- April 27th, Engine No's. B-9528, C-9168

The oil deflectors and oil rings are available through your Zone Warehouse under the following part numbers:

476056	Intake Valve Oil Deflectors	8
474165	Motor Piston Oil Ring Set (4" Bore)	1
474169	Motor Piston Oil Ring Set (3-13/16" Bore)	1

Very truly yours,



H. N. Johnson
Assistant Service Manager

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