

Packard SERVICE TECHNICAL Bulletin

55T-35
Dealer 26
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To: ZONES AND DEALERS

Subject: ROCKER LEVER SHAFT OIL HOLES - 55TH SERIES

To provide the proper oil control to the rocker lever shafts, rocker levers and push rods with a minimum amount of oil to the intake valve stems has been a problem with all manufacturers of overhead valve engines.

Because of the stack up of tolerances in machining the rocker levers and shafts, some engines may get an excessive amount of oil on the intake valve stems causing high oil consumption. Approximately March 19, production started plugging the rocker lever shaft holes to obtain improved oil control as described in Service Technical Bulletin 55T-16 and a short time later the holes omitted entirely.

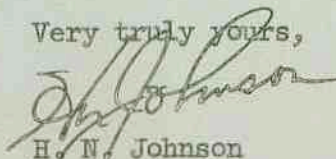
However, since that time, the manufacturing tolerances of the rocker levers were machined to closer limits which has caused a few of the rocker levers to run dry at the push rod socket end.

Because of the closer fitting rocker levers, production has reinstated the oil holes in the rocker shaft, which are now $1/16$ " instead of the $3/32$ " holes, to provide proper oil control to the rocker levers without over-oiling the valves.

When rocker levers are noisy from insufficient lubrication or worn push rods in the socket of the lever, replace the necessary rocker levers and push rods and install new rocker lever shafts that have the $1/16$ " oil holes.

The new shafts are available through your Zone Warehouse under part number 440466.

Very truly yours,



H. N. Johnson
Assistant Service Manager

HGL:smu