

PACKARD MOTOR CAR COMPANY
DETROIT, MICHIGAN

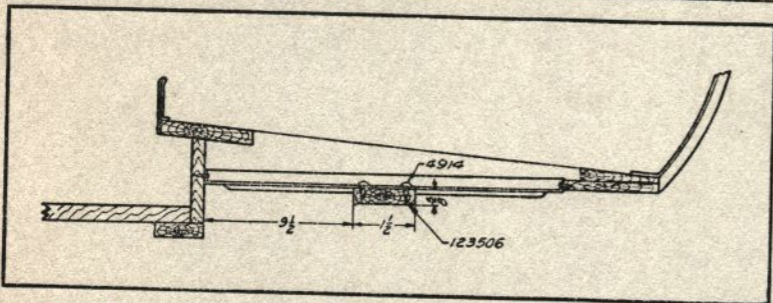
June 15, 1922

TO PACKARD DISTRIBUTERS

To be noted and checked by	

SUBJECT

REAR SEAT BOTTOM PANEL CLEAT — SINGLE-SIX



On some of the early 126 and 133 models, you may encounter a complaint developing from a drumming sound in the rear seat bottom panel. This is being remedied in current production by the addition of an ash cleat, which acts as a deadener and stiffener, and which is installed as shown in the illustration. The same method will take care of any vehicles in service. These cleats can be very easily made up in your own shop, and you will find it quicker and more convenient to do this than to order the parts from the Factory. The cleat should be $35\frac{3}{8}$ " long, and is notched only sufficiently to clear the beading in the seat bottom panel.

TIRE NOISE

We have encountered a number of instances in which complaints of noisy rear axle gears have been found to be due to the non-skid tires used on the rear wheels. (If non-skids are also used on the front wheels, the noise will usually be accentuated). This sounds like a typical gear noise, and it will not be believed that it comes from the tires themselves until the non-skid tires have been removed and plain treads substituted. The condition does not develop with all of the tires of the same make, but after the sound has once been identified, you will be able to recognize it when it occurs again. It is not peculiar to either the Single-Six or Twin-Six, and cars of other makes have the same difficulty. In cases where this noise is found, it has been our experience that the customer's objection is removed if it is demonstrated to him that the noise is in the tires and not in the gears or bearings.

SPARK ADVANCE — SINGLE-SIX

The spark advance on the 126 and 133 models has been reduced from 2" to 1 9-16", which was the advance on the 116. We have found that the reduction in the spark advance reduces any tendency toward excessive spark and fuel knocks, and has no ill effects. The change went into effect in the neighborhood of motor No. 11500, and this setting should be used in timing any Single-Six motors. Please see that this change is made in all of your copies of "Standard Sizes and Adjustments."

TORQUE ARM RIVETING — SINGLE-SIX

An improvement has been made in the workmanship employed in the torque arm riveting on the Single-Six, the change going into effect in the neighborhood of vehicle No. U-11150. If a torque arm rattle is detected in a vehicle number prior to this, we suggest that the riveting at both front and rear ends be examined and the rivets more securely headed over, providing the fault is found at this point.

Yours very truly,
PACKARD MOTOR CAR COMPANY.

H. N. Davock

H. N. DAVOCK,
Mgr. Technical Service Dept.

Any references herein, to future business, are made subject to the continuance of the existing agreement between the Manufacturer and the Distributer