

PACKARD MOTOR CAR COMPANY

DETROIT MICHIGAN

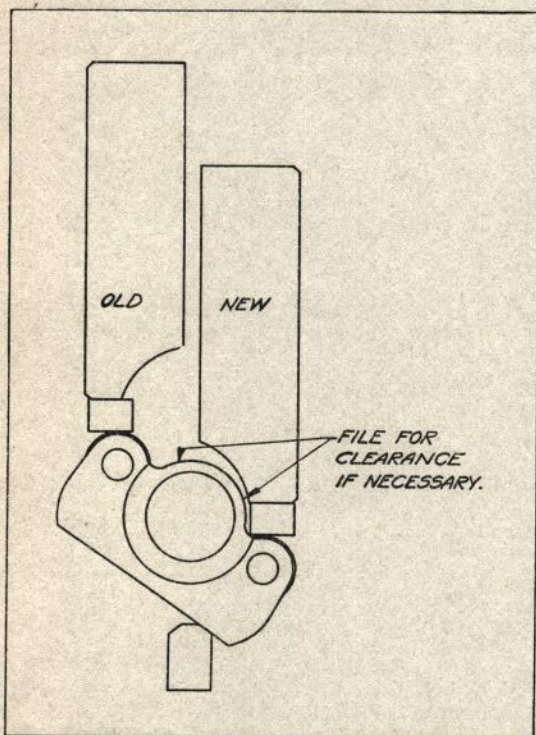
July 20, 1922

To Packard Distributors

Subject, Steering Worm Nut—Packard Six

REFER TO THIS LETTER BY NUMBER

TO BE NOTED AND INITIALED BY



A change has been made in the steering worm nut used on the Packard Six. The change provides a larger area of contact between the button and the lower end of the nut, so that the button no longer projects inward beyond the portion of the nut with which it makes contact... The old and new designs are shown in the illustration.

This change went into effect with steering gear No. 13400, and the new stock will be used on all Packard Six models for replacement work. If you have any of the old worm nuts in stock, they should be returned to the Factory for full credit, although it will not be necessary to disturb any units now in service.

Owing to the fact that when the two nuts are replaced, the buttons require replacement at the same time, the two parts will in the future be doweled together here at the Factory and carried as assemblies as follows:

- 0123458—Steering worm nut upper half assembly.
- 0123459—Steering worm nut lower half assembly.

It will be possible to order the buttons alone, but when the nuts are ordered, the complete assemblies will be furnished as listed above.

When the new units are installed, care must be taken to see that no interference exists between the cross shaft and the nuts, and if any interference is

found, the shaft should be filed as shown in the illustration.

In making the adjustment for end play after the assembly has been completed, the steering column should be rotated downward by means of the large nut at the top of the steering gear housing until the steering wheel has about one inch of lost motion at the rim. The case should then be lubricated by a combination of steam cylinder oil and cup grease in equal proportions.

Yours very truly,

PACKARD MOTOR CAR COMPANY.

H. N. Davock

H. N. DAVOCK, Manager,
Technical Service Department.