

REFER TO THIS LETTER BY NUMBER

PACKARD MOTOR CAR COMPANY

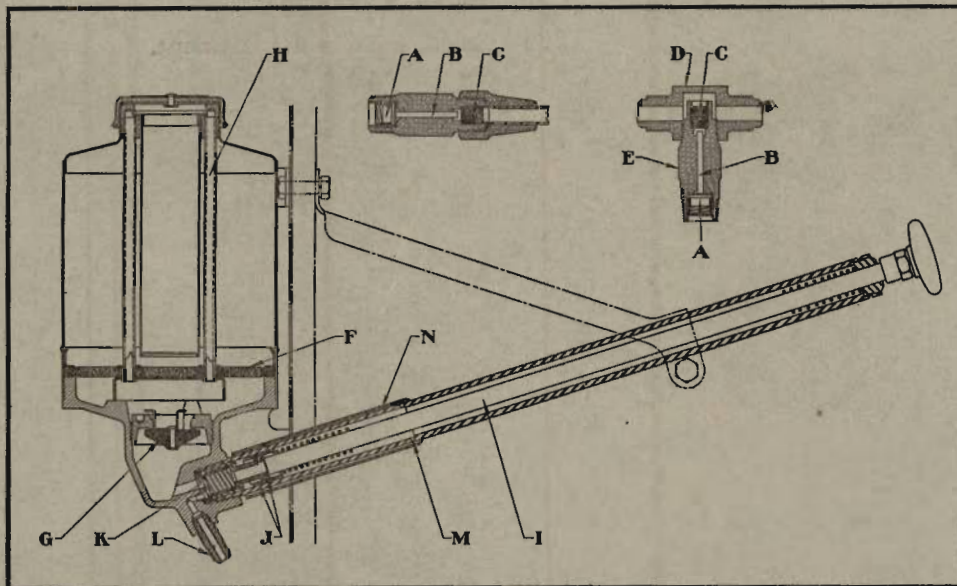
DETROIT MICHIGAN

September 28, 1925.

To Packard Distributors.

Subject, Chassis Lubricating Tank.

TO BE NOTED AND INITIALED BY



Several chassis lubricating tanks have been returned from the service field with a supposed defect of leakage. Upon inspection, these were found to be standard in this respect and in good working condition.

We therefore recommend that it be definitely determined that a leak exists before removing the tank, as the presence of oil on the dash below the tank or on the outlet connection does not always indicate a leak, for the following reasons:

In the Bijur Chassis Lubricator the piston normally is spring pressed against a leather washer "K" which seals the oil in the tank from flowing into the gun, and which seals the hole from the gun to the outlet nipple "L." However, as leather even under the pressure of the piston, is slightly porous, about four drops per day ooze through this leather and tend to work up past the cup leathers "J" of the piston. In addition to this, whenever the gun is pulled and the piston is descending, a few drops of the oil under pressure beneath the piston gets by the cup leathers and so accumulates above them. Oil from either of these two causes would ultimately accumulate above the piston to a considerable extent and eventually come out at the top of the gun, were it not for four transverse holes drilled in the gun casing at "M" just above the upper limit of the travel of the piston. Such oil escapes through these holes and runs down outside the gun cylinder but inside the sleeve pressed over the lower end of the gun, to the forward side of the dash.

Thus, a few minutes after each gun stroke, a small quantity of oil will appear at the lower edge of this sleeve and run down along the casing on to the outlet nipple and the union nut screwed over it, and thence to the piping.

The presence of this oil on the nipple and nut should not be taken as indicating a leak. It is present more or less in every tank and should simply be wiped off or left to drip on the road. It should not be concluded from the oily appearance at the bottom of the sleeve that the tank leaks. This is an incident in its normal operation.

When it is necessary to return one of these tanks to the Factory or the Bijur Corporation, it should be tightly packed in excelsior to prevent damage to the casing.

Lubrication of Chassis

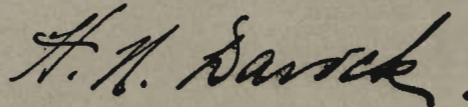
We have found that some of the cars equipped with the chassis oiling system are not being sufficiently lubricated by their operators.

The plunger should be pulled at least every 100 miles, and if the car is driven less than 100 miles a day, it should be operated every day. If this is not done, the spring bolts in particular are apt to show rust and discoloration, owing to the fact that after a certain length of time the oil film will work out from between the surfaces, permitting water and dust to enter.

The exposed bearings will also be additionally safeguarded if the gun is given an extra pull when driving in wet weather.

Yours very truly,

PACKARD MOTOR CAR COMPANY.

A handwritten signature in dark ink, appearing to read "H. N. Davock", followed by a period. The signature is written in a cursive, slightly slanted style.

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

HND:MHP: