

# PACKARD MOTOR CAR COMPANY

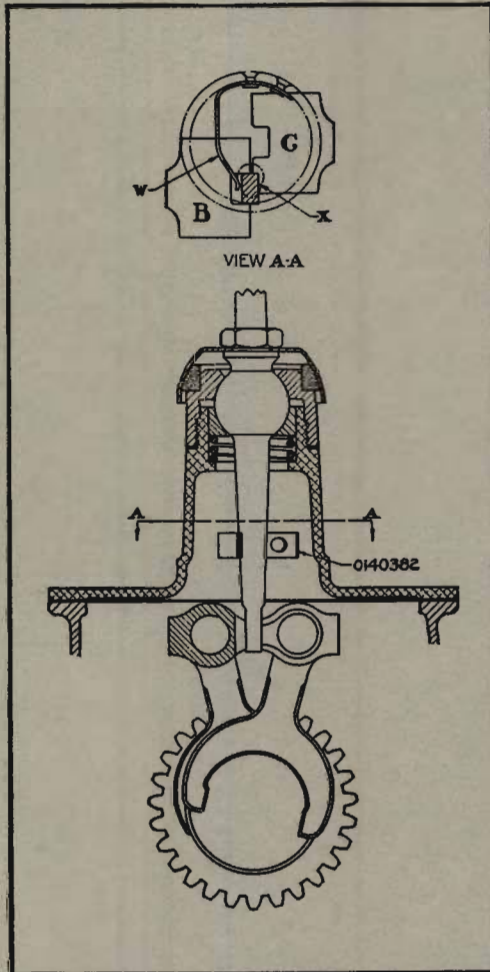
DETROIT MICHIGAN

December 16, 1925.

To Packard Distributers and Dealers:

Subject: Transmission Second Speed Gear Lock

Gentlemen:



From certain localities where the grades are such as to require the frequent use of second speed we have had reports of the gears jumping out of mesh on hard pulls.

This difficulty has not been general, but enough cases have been encountered so that we have developed a service installation to take care of the difficulty when it does occur. The construction is shown in the illustration.

When the gear shift is moved to the second speed position it carries the second speed shifter fork "B" back to the point shown in the upper diagram. When this position is reached the special spring "W" forces the lower end of the change speed lever to the right, so that the lever engages with the special shifter fork "C" which is notched at "X."

The lever thus serves to lock the second speed shifter fork positively in gear, so that the gears cannot move out of mesh unless the lever is moved slightly sideways. When this is done the lower end of the lever moves away from the fork "C" and the gears can then be shifted into neutral or high.

The only parts necessary are:

- 1—0137498 Transmission gear shifter fork
- 1—0140382 Spring
- 2—4392 Rivets

In making the installation it is necessary only to replace the shifter fork on the right side of the transmission and to rivet the spring in place in the housing. In order to properly

locate the spring a template must be used to drill the holes in the housing. This template has been added to our special tool list and should be ordered as follows:

- 1—ST178 Second speed gear lock template

It will be sold for \$1.50 net.

Yours very truly,

PACKARD MOTOR CAR COMPANY

*H. N. Davock*

H. N. DAVOCK, Manager,

Technical Service Department.

TAS:MHP: