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PACKARD MOTOR CAR COMPANY

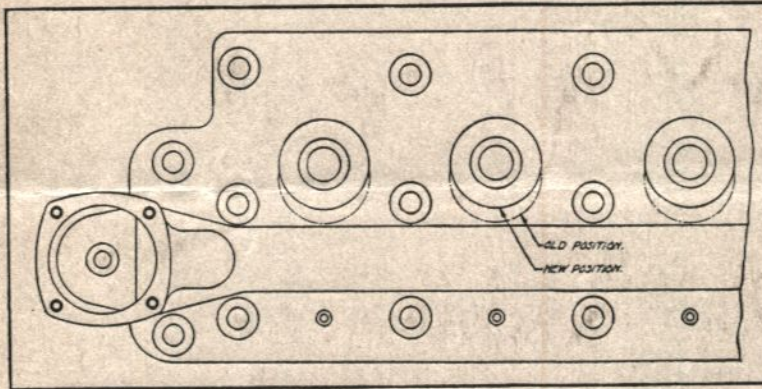
DETROIT MICHIGAN

January 30, 1926

To Packard Distributors and Dealers.

Subject, New Style Cylinder Head.

TO BE NOTED AND INITIALED BY	



Both the Packard Six and the Packard Eight motors are now equipped with cylinder heads in which the location of the spark plugs has been changed.

The spark plugs have been moved toward the valves a distance of $5/16$ " in order to bring them farther away from the edge of the cylinder. This change took effect on the Packard

Six beginning with Motor No. 75631, and on the Eight beginning with Motor No. 215362. In addition to this, all Packard Sixes which left the Factory on and after January 4th were equipped with the new heads regardless of the motor number.

The new location of the spark plugs makes them less susceptible to fouling, and if you have any owners of 326 or 333 cars who have encountered trouble in high speed driving, it will be found advisable to install one of the new heads, and to return the old unit to the Factory for credit. A new head naturally will not affect the oil consumption in any way, but it will make the spark plugs much less likely to go out of commission, either thru excessive heat or thru the presence of an excessive amount of oil in the combustion chamber. The new cylinder head is designed for a cylinder bore of $3\frac{1}{2}$ " and should not be used on the earlier models, in which the condition did not exist.

It will seldom be found necessary to make the change in the Packard Eight, but if you have any cases where you have found it difficult to keep an Eight motor tuned in such a way as to retain its maximum speed, the installation should also be made. The old and new style cylinder heads may best be identified by noting the location of the spark plug hole with relation to the water outlet flange on the cylinder head. The old and new locations are shown in the illustration.

Yours very truly,

PACKARD MOTOR CAR COMPANY,

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