

PACKARD MOTOR CAR COMPANY

DETROIT MICHIGAN

October 26, 1926

To Packard Distributers and Dealers.

Subject, Oil In Chassis Lubricator Tanks.

TO BE NOTED AND INITIALED BY	

Gentlemen:

Several instances have been brought to our attention in which the oil which has been used in the chassis lubricator tanks has failed to penetrate the felt filters in these tanks.

Several characteristics are necessary in a successful oil for use in the chassis lubricator. It must be a clear filtered oil which does not carry in suspension any ingredients which will clog the felt. It must have a low pour test in order that it may penetrate the felt in cold weather. It should have a viscosity approximately that of a medium transmission oil in order that it may properly lubricate the chassis bearings.

We have found that our distributors and dealers have had so much trouble in obtaining an oil which will meet these characteristics and whose specifications will remain uniform that we have arranged to supply the lubricant ourselves. This oil will be handled by our accessory division and will be merchandised in one gallon cans marked "Packard Chassis Lubricator Oil." We are handling this oil simply as a service to the field, because we know of no other way in which the chassis lubricator can be assured the proper lubricant.

In those cases where the felt has become clogged through the use of an improper lubricant the following procedure should be employed in cleaning:

The screen may be removed by first springing out the snap ring then pull the screen up thru the filler neck with the fingers. The screen is the full diameter of the filler neck and pulls thru it a little hard.

Prepare to dismount the tank by unscrewing the nickel-handled knob. Use a wrench to hold the hex nut below the knob when unscrewing the knob. Loosen the clamp of the bracket where it clamps the lubricator pump cylinder. Disconnect the oil line from the tank. Loosen the holding bolts and nuts and remove the tank from the dash by drawing the gun thru the hole in the dash.

Invert the tank and pour out whatever oil is in it thru the filler neck; operate the pump plunger until no more oil comes from outlet nipple; pour in some gasoline and slush it around. Repeat, until the greasy coating disappears from the felt. It will then present the characteristic white grainy appearance of felt, and is then sufficiently clean so that the tank may be remounted on the car. Replace screen and snap ring, also replace handle knob together with lockwasher which prevents it from coming loose. Pour in the new oil, fill the tank full and wait thirty minutes for the new oil to percolate thru the felt diaphragm sufficiently to fill the compartment below it.

Before reconnecting to the chassis line, pump at least six or eight full strokes in order to get rid of the diluted mixture of oil and gasoline. It is necessary to hold the finger over the outlet nipple of the tank during the suction stroke in order to draw the oil into the gun cylinder. If six full charges cannot be obtained, the oil has not yet soaked thru the felt and more time will be required.

For several months the caps on the chassis lubricator tanks have instructed that Mobiloil "C" be used as a lubricant. The new caps state that Packard chassis lubricator oil should be used. Please order a supply of the new caps under piece No. 137666 and return the old units to us as they are changed. Full credit will be allowed if they are received in good condition. Please note that this exchange applies only to those caps specifying the use of Mobiloil "C".

Yours very truly,

PACKARD MOTOR CAR COMPANY.

H. N. Davock

H. N. DAVOCK,
Service Manager.