

PACKARD MOTOR CAR COMPANY

DETROIT MICHIGAN

August 8, 1927.

TO: PACKARD DISTRIBUTERS AND DEALERS

SUBJECT: CHANGES IN 526-533 MODELS

TO BE NOTED AND INITIALED BY	

Gentlemen:

The 526-533 models are now definitely established, and this letter is for the purpose of covering some of the detail changes which have gone into effect since the beginning of production.

Motor Gear Cover Breather

The first motors were built with a rather short breather mounted on the front end chain case and it was found that at high speeds there was a possibility of the loss of oil through this breather, so that it was closed with a blind gasket between the breather and the crank case. A taller breather is now being used to prevent this possibility, the change going into effect with motor No. 127833, and we are prepared to supply new parts to take the place of the first design. You will require for each car:

1—156925 Motor Gear Cover Breather Equipment.

The parts will be charged in the regular way and an offsetting credit will be allowed upon the return of the equipment which you remove. The purpose of this breather is to prevent water condensation in the chain case, and while this condition is not serious in warm weather we suggest that the change be made before fall.

Motor Piston Oil Control Valve

On the early cars in particular an inspection should be made of the oil control valve mounted at the rear end of the crank case and connected with the carburetor choke, as a few cases of leakage may be encountered at this point.

If the leakage occurs between the valve body and the crank case the trouble will probably be found to be due to the fact that the machined face of the valve casting is not perfectly true. The high spots should be dressed down on a surface plate and the gasket should be shellacked before the valve assembly is replaced.

Leakage in the valve proper will permit oil to flow to the cylinders even with the choke against the dash. This may be checked by disconnecting the lead to the cylinders with the motor running. A leaky valve should be ground in the conventional way.

Motor Lubrication

In the early motors the piston pins were drilled with a small radial hole registering with the groove in the piston pin bushing, so that some of the oil which reached the piston pin bushing passed into the center of the piston pin and out onto the cylinder wall. With this construction Teeter rings were used in the two lower ring grooves in order to prevent an excessive amount of oil from passing the piston.

It was found that this additional cylinder lubrication was not necessary, and it was discontinued beginning with motor No. 126452. This change is indicated by the suffix letter "A" following the motor number. The removal of the drilled hole in the piston pin made the use of two Teeter rings unnecessary, and the upper Teeter ring was accordingly removed and a plain ring substituted.

If you find any cases in which the early motors consume an excessive amount of oil a check should first be made to determine whether there are any external leaks. If no external leaks are found the oil consumption may be reduced by eliminating the lubrication through the piston pin. We suggest that this be done by plugging the hole in the original pin, since this enables you to retain the original accurate fitting.

It will be found that a common household pin is of the proper size to fill the hole, and after cutting to the proper length it may be inserted through the inside of the piston pin with a pair of long nosed pliers, holding it in place with a rod passing through the piston pin and peening the outer end into the chamfered hole. At the same time that this work is done the upper Teeter ring should be removed and a plain ring substituted so that the piston will then have a Teeter ring only in the lower groove.

The later motors have a bleed hole at the lower end of the connecting rod to deliver oil to the cylinders, but it is unnecessary to drill this hole in changing the oiling of any of the early cars, because these cars will have been driven far enough to establish the necessary clearances in the bearings and pistons.

Seat Cushions

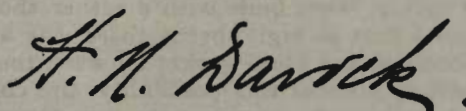
A change has been made in the seat cushions of the 526 and 533 sedans. The new springs are softer and the front cushions are 1" shorter from front to rear.

If any of your customers are dissatisfied with the original cushions they may be improved by installing new spring assemblies in the old cushions and returning the old spring assemblies for credit. Do not replace the complete cushion.

When the old springs are returned an additional allowance of \$5.00 will be made to cover your cost in making the change.

Yours very truly,

PACKARD MOTOR CAR COMPANY

A handwritten signature in dark ink, reading "H. N. Davock." The signature is written in a cursive, flowing style.

H. N. DAVOCK,
General Service Manager.

HND:CN