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PACKARD MOTOR CAR COMPANY

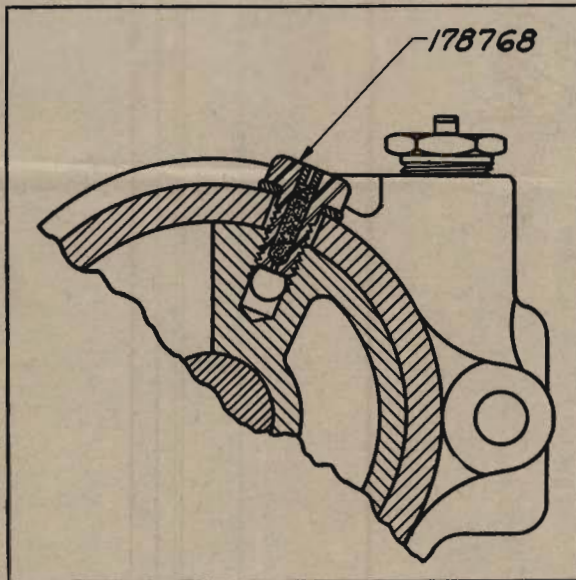
DETROIT MICHIGAN

October 19, 1929

To: Packard Distributors and Dealers

Subject: SHOCK ABSORBER FILLER PLUG

TO BE NOTED AND INITIALED BY



Gentlemen:

A change has been made in the shock absorber filler plug, and the new construction is shown in the illustration.

The new filler plug provides a vent for the reserve chamber through a small hole, and the center of the plug has been bored out and filled with a felt packing to prevent dirt or water from entering the shock absorber.

We have found that by thus directly venting the reserve chamber, that leakage at the packing gland and around the metering valve is prevented. Insufficient venting has caused leakage due to expansion of the oil from the high temperatures set up in the shock absorber when it was worked hard. The excess oil caused by expansion will now find its way out through the small hole in the new filler plug, but as soon as the maximum expansion has occurred, the leakage at this point will cease. The new plug also prevents the oil in the working chamber from

becoming charged with air and changing the action of the absorber, as has sometimes happened.

This change applies to all Packard hydraulic shock absorbers and we suggest that as cars enter your service station a check be made to determine whether they are equipped with the new plugs. If you find that this is not the case, the shock absorbers should be filled with oil and the new plugs installed. They may be identified by the small hole in the center of the head.

A supply of the new plugs should be ordered without delay, and as the replacements are made the old units should be returned to the factory, where a credit will be allowed, offsetting the charge for the new parts. You will require for each car,

4—178768 Shock Absorber Housing Filler Screw Assemblies.

Yours very truly,

PACKARD MOTOR CAR COMPANY.

T. A. Stalker,
Manager Technical Department.

TAS:CN