

# PACKARD MOTOR CAR COMPANY

## DETROIT MICHIGAN

December 19, 1929

TO: PACKARD DISTRIBUTERS AND DEALERS

SUBJECT: COLD WEATHER STARTING

TO BE NOTED AND INITIALED BY	

Gentlemen:

Our experience indicates that the carburetor which is being used on Seventh series cars provides a simpler and an easier result in cold weather starting than we have ever had in the past.

If any of your customers report starting difficulty we are confident that it will be found to be caused by the fact that the proper starting procedure is not being followed. This procedure differs materially from that used in the earlier models, and it has been outlined so clearly by Mr. Moorhouse, our Chief Engineer, that we are quoting one of his recent letters:

1. Be sure the throttle is closed. This is very important.
2. Pull the choke button all the way out. This is also very important.
3. Prime or pump liquid fuel into the carburetor by using the accelerator pedal as a pump. In other words, work the accelerator pedal up and down several times. You can determine just how much pumping action is required thru experience. If the weather is extremely cold, it will, obviously, require more pumping than in mild weather.
4. Turn on the ignition switch.
5. Step on the starter pedal. The motor should promptly start.
6. If the motor fires and immediately stops again, repeat the foregoing routine and try again.
7. After the motor has run for a few seconds, push the choke button about half way in. This will provide a rich mixture for warming up, but the mixture will not be as rich as with the choke button in the fully on position. It is not necessary to open the throttle.

"If failure results after following the foregoing instructions, then I would recommend that you have one of your expert mechanics first check the choke mechanism to make sure the choke lever in the carburetor is pulled to its fully on position. This can easily be checked because the choke lever when fully on comes to a stop against one of the screws which is used for attaching the float chamber cover."

(over)



"If the choke lever does not come to this position, liquid gasoline will not be pumped into the carburetor when using the accelerator pedal as a pump."

"If the choke lever on the carburetor does move to its fully on position and starting difficulties are still experienced, then I suggest that your mechanic remove the carburetor and by means of a feeler gauge, with the throttle in the closed position, check the clearance between the side of the butterfly throttle valve and the wall of the carburetor body. This clearance should be checked when the choke lever is in the fully on position. This clearance should be .020 to .025 inches."

"If the clearance is in excess of .020 to .025, it can be reduced by backing off the small adjusting screw to the right of and a little above the adjusting screw which is used for setting the throttle for the idling position of the butterfly valve. This screw is known as the throttle kicker screw and governs the amount the throttle is open from the idling position by the operation of the choke lever."

We urge that in delivering each new car you make sure that the starting procedure is thoroughly understood by the customer, reviewing with him the directions outlined in the booklet attached to the instrument board. In handling hard starting complaints you should also cover this situation with extreme care.

Yours very truly,

PACKARD MOTOR CAR COMPANY



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