

PACKARD MOTOR CAR COMPANY

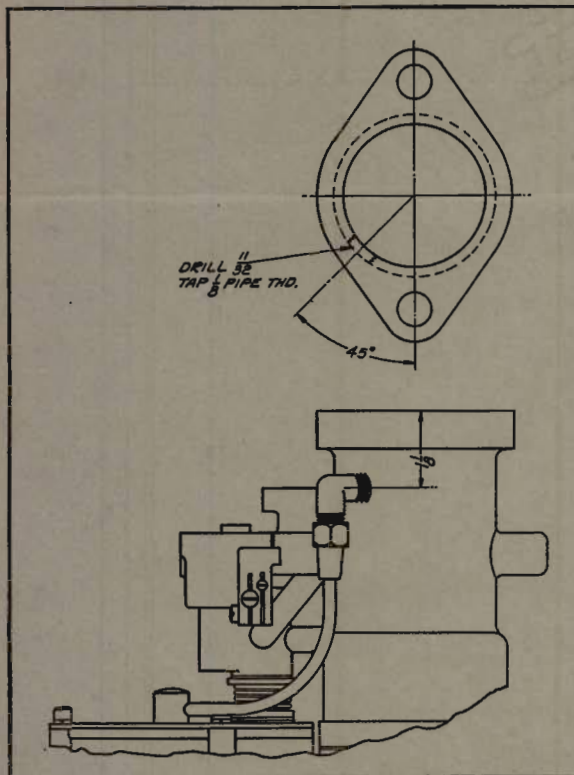
DETROIT MICHIGAN

July 31, 1931

To PACKARD DISTRIBUTERS AND DEALERS

Subject: CORRECTION OF VAPOR LOCK

TO BE NOTED AND INITIALED BY



Gentlemen:

Technical Letter 1895 dated March 17, 1930, reviewed the gasoline situation and outlined the steps which had been taken to prevent the development of vapor lock in the fuel lines and the carburetor.

It will be well for you to read this letter again, because the situation has become even more serious. The gasoline on the market today is more susceptible to vapor lock than the fuel of a year ago, and the corrective measures which were successful at that time are not adequate today. This is a problem which is confronting the entire automotive industry.

We feel that we are very fortunate in having been able to develop further changes in design which will take care of present day fuels. The carburetor aspirating tube has been further changed and a vent pipe has been mounted on the carburetor running from the top of the float chamber to a point on the side of the mixing chamber above the throttle valve.

The purpose of this pipe is to draw from the top of the float chamber the volatile ends of the gasoline which gas and bubble in the float chamber

as they become heated. This prevents gas bubbles from entering the aspirating tube and insures a steady flow of liquid gasoline.

As in the past the problem has been most acute in the large motors. For 740 and 840 cars you will require:

- 1—194727 Carburetor Aspirating Tube
- 1— 97964 Float Chamber Cover and Vent Assembly

In those cases where trouble is encountered in the 726 and 826, you will require:

- 1—194733 Carburetor Aspirating Tube
- 1— 97963 Float Chamber Cover and Vent Assembly

In overcoming vapor lock on any Seventh series car it will also be found advisable to remove the gascolator at the bottom of the vacuum tank. When this is done a pet-cock may be added in order to provide a shut-off for the vacuum tank. This pet-cock is covered by piece number 97958, and is used with a special connection, piece number 97940.

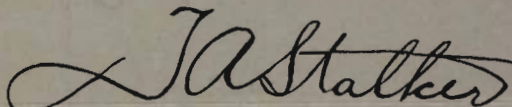
For several months we have been supplying a long gasoline line between the fuel pump and the carburetor which was carried below the motor side pan and cooled the gasoline in its passage to the carburetor. The development of the float chamber vent tube has made this line unnecessary, and it will no longer be supplied.

The installation of the float chamber cover and vent assembly is shown in the illustration. In drilling and tapping the hole in the carburetor body it will be found advisable to remove the carburetor in order to prevent any chips from falling into the mixing chamber, and in order that the elbow which enters the body may be filed flush with the inner surface. It is important that it should not project.

The new float chamber cover and aspirating tube will be charged in the regular way, and an off-setting credit will be allowed for the parts which are removed.

Yours very truly,

PACKARD MOTOR CAR COMPANY.

A handwritten signature in dark ink, appearing to read "T. A. Stalker". The signature is fluid and cursive, with a large, stylized initial "T" and "A".

T. A. Stalker,
Manager Technical Department.

TAS:N