Technical Letter No. 1923

REFER TO THIS LETTER BY NUMBER

TO BE NOTED AND INITIALED BY	

PACKARD MOTOR CAR COMPANY

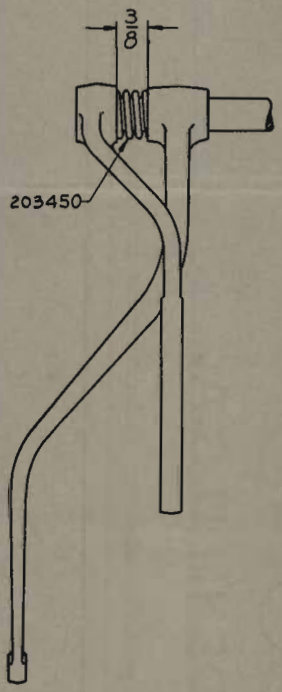
DETROIT MICHIGAN

April 4th, 1932

To PACKARD DISTRIBUTERS AND DEALERS

Subject

ACCELERATOR PEDAL CROSS SHAFT SPRING



In cars equipped with the automatic clutch control, a rattle may be encountered in the throttle cross shaft which is mounted just forward of the dash.

This is now being corrected by the installation of a coil spring at the right side of the cross shaft between the lever and the bracket which is mounted on the intake manifold. The installation is shown in the illustration.

The condition can be corrected in cars already in service by the installation of this same spring. In order that it may have the proper tension there should be a clearance between the bracket and the lever of 3/8", and the bracket should be bent if necessary to the proper point. If the clearance exceeds this amount, the spring may not be successful in stopping the rattle, and if it is less than 3/8" it may bind the cross shaft. You will require for each car:

1—203450 Accelerator Pedal Shaft Lever Spring

SHOCK ABSORBER COMPRESSION VALVES

A new type of shock absorber compression valve has been developed in order to correct the dull knock which may be noticeable when a car is driven slowly over an uneven pavement. The noise is most noticeable with the ride control in the stiff or the medium setting.

The new compression valves are of a different design and are known as the double area type. They may be identified by the letter "X" stamped on the end of the valve in addition to the regular designation. The Light Eight is equipped with G0X valves in the rear and G1X in the front. All other Eighth and Ninth series cars will use G2X in the rear and G4X in the front.

In most cases the noise will be found only in the rear shock absorbers and may be corrected by the replacement of the rear valves, although there may be some instances in which the replacement of the front valves will also be found advisable.

CARBURETOR THROTTLE CONNECTING ROD

The lever at the right side of the throttle cross shaft is joined with the carburetor by a vertical rod having a ball joint at either end.

This rod is made adjustable for length in order that it may synchronize the opening of the carburetor throttle with the operation of the clutch control. This is illustrated in the Service Letter dated February 1, 1932.

A change in the point of throttle opening is made by lengthening or shortening the rod, and in order to accomplish this, it is made with a right hand thread in the lower end, and a left hand thread in the upper end. A few of the early equipments were built, however, with a right hand thread at each end of this rod, so that in order to change the adjustment it was necessary to disconnect one end of the rod entirely.

In addition to this some of these rods were also made with the free play of the upper ball joint only $\frac{5}{16}$" instead of $\frac{3}{8}$" as should have been the case. We suggest that if either of these conditions is found you replace the entire connecting rod, because unless this is done it will be found difficult to secure an accurate adjustment.

You will require the following parts according to the model in question:

1—202529 Carburetor Throttle Valve Connecting Rod and Ball Joints (903-904)

1—202530 Carburetor Throttle Valve Connecting Rod and Ball Joints (900-901-902)

Yours very truly,

PACKARD MOTOR CAR COMPANY.

T. A. Stalker,
Manager Technical Department.

TAS:N