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Technical Letter No.

1965

REFER TO THIS LETTER BY NUMBER

PACKARD MOTOR CAR COMPANY

DETROIT, MICHIGAN

February 14, 1935

To PACKARD DISTRIBUTERS AND DEALERS

Subject OIL COOLER - PACKARD TWELVE

| TO BE NOTED AND INITIALED BY | |
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Gentlemen:

It will be found advisable to inspect the oil cooler units on all Packard Twelve motors in order to make sure that no oil leak has developed between the cooler and the crank case.

If the joint is perfectly tight it need not be disturbed, but if there is an indication of an oil leak the cooler should be removed. First make sure that the faces of the cooler housing and the crank case are smooth and flat so that they will provide good seats for the gasket.

Make sure that there is no interference which will prevent the cooler from pulling tight against the case. Such an interference might develop between the bottom of the cooler and the case, or might be caused by the fact that the studs which make the water connection at the front end are not located in their holes so as to permit the cooler to be pulled into position.

In replacing the unit see that a new gasket is used, and that it is Permatex-ed on both sides. If this is done, and if the faces of the housing and the case are true there will be no difficulty in obtaining a tight joint when the cooler is pulled into position.

At the same time that the joint is inspected for possible leakage, the oil pressure should also be tested. We find that in some cases the oil gauges have indicated considerably less than the actual pressure and when this is true the relief valve may have been set up to such a point that the actual pressure in the lines is considerably higher than should be the case. This imposes a heavy and unnecessary load on the cooler unit.

The actual pressure may be checked by disconnecting the upper end of the gauge line running from the motor to the dash. A gauge which has been tested and is known to be accurate should then be connected to the upper end of the line. If the reading on the test gauge is not approximately the same as that on the gauge in the instrument board, the latter unit should be replaced.

If you have no accurate gauge in your organization, a tested gauge may be ordered from us, making reference to this letter. The relief valve should be set so that the pressure does not exceed forty to forty-five pounds.

Excessive pressure may cause the failure of the oil cooler unit, and while the above check is being made you should make sure that there is no internal leak. Such a leak allows the oil to enter the water system, and it is necessary only to remove the radiator filler cap to determine whether such a leak has developed.

Yours very truly,

PACKARD MOTOR CAR COMPANY



T. A. Stalker
Asst. Service Manager

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