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Technical Letter No. 1975

PACKARD MOTOR CAR COMPANY

DETROIT, MICHIGAN

REFER TO THIS LETTER BY NUM

TO BE NOTED AND INITIALED BY	

To PACKARD DISTRIBUTERS AND DEALERS
(Attention: General Service Manager)

January 31, 1936

Subject WATER IN GASOLINE

Gentlemen:

During cold weather water collects in the gasoline more rapidly than when the weather is warm. This is due to the fact that the water is a result of condensation and this condensation will be greatest in cold weather.

Condensation may develop either in the storage tanks or in the gasoline tank and the lines of the car itself. The latter condition will be most serious in those cars which are parked in both heated and unheated garages. A change from a heated to a cold garage results in the drop in temperature which, in turn, causes the condensation.

A study of these conditions will indicate to you that there will be a great difference in the water collection in individual cars. If a car is always stored in a heated garage and draws its gasoline from a tank which is free of moisture, the collection of water will, of course, occur slowly. If, on the other hand, conditions are unfavorable, the water will form rapidly in cold weather.

The freezing of water in the bottom of the gasoline tank, the fuel lines or the fuel pump is a most serious condition from the standpoint of the owner because it is impossible to start the car and it is practically impossible to correct the condition without towing the car into a warm garage. For this reason owners should be warned of the possibility of ice formation.

It is impossible for us to advise how often the tank and the fuel pump should be drained because of the great variation in operating conditions, but in cold climates this should be performed several times during the winter even when cars are always kept in warm garages. In the case of cars which are parked in both hot and cold garages, the operation should probably be performed at least once a month. Your own experience will be the best guide.

In the Packard Senior line water can easily be removed at the fuel pump by removing the glass bowl, but in the Packard 120 it is necessary to remove the plug at the side of the water trap on the top of the pump itself and this operation is not as quickly performed, owing to the pump location. In neither case should the draining of the water at the bottom of the gasoline tank be neglected.

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If any of your 120 owners are driving under such conditions that the ice forms quickly in the lines you can provide an additional margin of safety by installing a glass sediment trap at the inlet side of the pump itself. These traps can be obtained through any local supply house. Please bear in mind that they do not eliminate the necessity for attention, but they make possible a greater accumulation of water before the freezing of this water cuts off the gasoline flow.

Yours very truly,

PACKARD MOTOR CAR COMPANY

T. A. Stalker

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Assistant Service Manager

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