

# PACKARD MOTOR CAR COMPANY

## DETROIT MICHIGAN

September 23, 1936.

To: Packard Distributors and Dealers

Subject: REAR AXLE HOUSING PACKARD SIX AND ONE TWENTY C

TO BE NOTED AND INITIALED BY	

Gentlemen:

A rear axle housing of an improved design is now in use on the One Twenty C and the Packard Six.

The differential carrier assembly is enclosed in a metal stamping which seals the carrier against dirt and chips which may have lodged in the housing and which may otherwise damage the gears and bearings. The new housing can easily be identified upon inspection by the fact that the housing cover plate is welded to the "banjo" instead of bolted as in the past.

While the new housing can not be definitely identified by a certain motor number, it went into effect in the neighborhood of motor No. 102553 in the One Twenty C and No. 4942 in the Packard Six.

We have found that in the early housings of this design the oil had a tendency to work out of the center compartment surrounding the carrier by following the axle shafts through the felt wicks which seal the joint between the shafts and the compartment. A sufficient amount of oil may leave the compartment in this way to lower the level to a dangerous point.

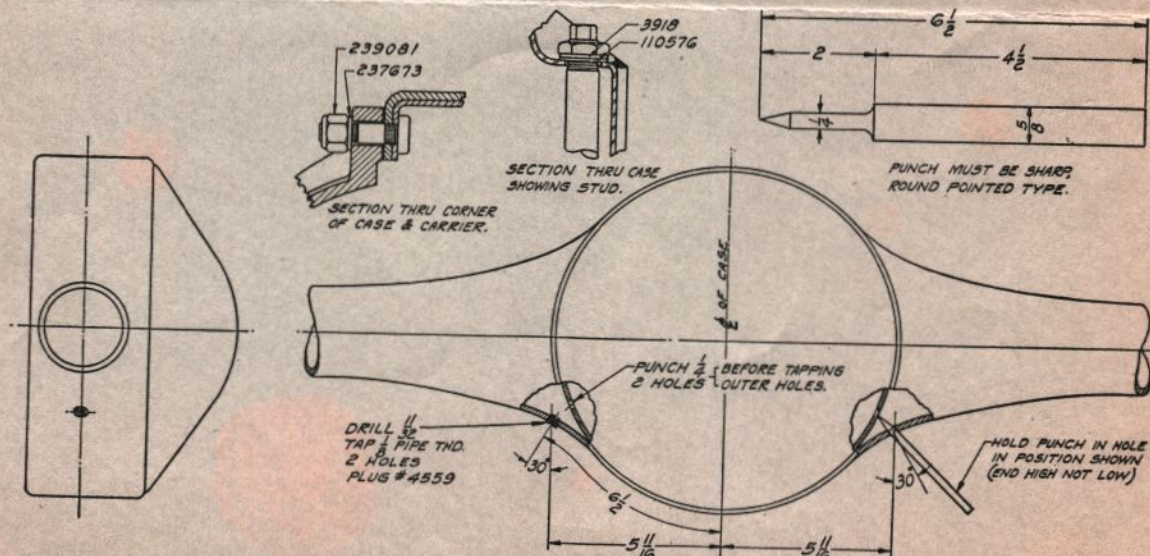
Oil return holes are now being punched in the stamping which forms the compartment. The illustration shows the return holes and the method by which the first housings can be corrected. The housing itself should be drilled and tapped for pipe plugs, but the inner stamping should be punched as indicated because this will prevent any metal chips from entering the inner compartment. The easiest way to locate the holes in the "banjo" is by measuring  $6\frac{1}{2}$ " from the center line.

In addition to the above we have found some cases of oil leakage at the bolts which secure the differential carrier to the housing, and both the washers and the nuts should be changed. The new washer is a copper gasket identical with the gasket under the 10 m.m. spark plugs, and the nuts are a special self-locking design which will also prevent leakage. No lock washer is required. The old nut and lock washer should be discarded and replaced with—

8—No. 237673 Gaskets

8—No. 239081 Nuts

At the same time that the above work is done it will also be advisable to check the two through-bolts which project through the back cover, because leakage has also been detected at this point. We are now using a flat washer over the copper asbestos gasket, so that the tightening of the nut will not damage the gasket.



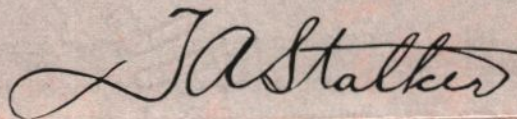


The changes outlined above took effect in the neighborhood of motor No. 103168 in the One Twenty C, and motor No. 6275 in the Six so that all cars in your territory equipped with the new axles and bearing lower motor numbers should immediately be brought up to date.

NOTE: We were able to change some of these housings at the factory, and when we did so a  $\frac{1}{2}$ " letter "C" was stamped on the smooth bottom surface of the differential carrier.

Yours very truly,

PACKARD MOTOR CAR COMPANY.

A handwritten signature in dark ink, reading "T. A. Stalker". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

T. A. STALKER,  
Assistant Service Manager.

TAS:PA



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TL-1983

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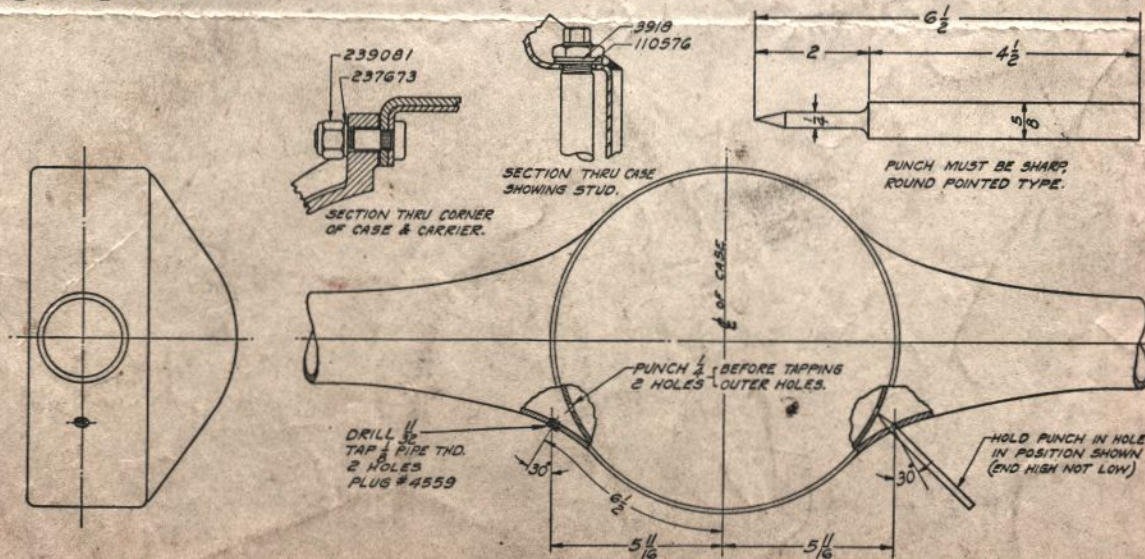
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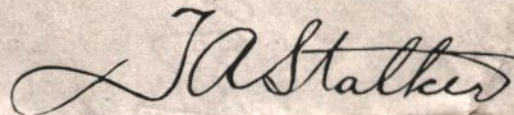


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PACKARD MOTOR CAR COMPANY.

A handwritten signature in dark ink, reading "T. A. Stalker". The signature is written in a cursive style with a large, sweeping initial "T" and a stylized "A".

T. A. STALKER,  
Assistant Service Manager.

TAS:PA





*All Makes Service Department*

**THE CITIZENS MOTOR CAR CO.**  
INCORPORATED

*Dayton Branch  
Ludlow and Franklin Streets*

ADAMS 4106

Sept. 30, 1936

*Home Office  
Cincinnati, Ohio*

BUS HARGRAVE  
ED COOVER

Per technical letter # 1983 - the following  
are cars we must inspect and change if needed, as  
promptly as possible.

120 C	Tr. Cpe.	Motor X-102586	Stock
120 C	Bus. Cpe.	Motor X-102740	S. C. Brown
120 C	Tour. Sed.	Motor X-102666	John McShane
120 C	Tour. Sed.	Motor X-102877	Stock
115	Tour. Sed.	Motor T-5908	Stock
115	Tour. Cpe.	Motor T-5381	R. Scheibenzuber

Ed Coover will immediately order:-  
6 sets of # 237673 gaskets (48)  
6 sets of # 239081 Nuts (48)



# THE CENTRAL MOTOR CAR CO.

Engine Room  
 Taylor and Francis Street  
 25-27-29

Phone Office  
 62-1111

Sept. 30, 1933

ED COOVER  
 BUS MANAGER

For technical letter - 1933 - the following  
 are cars we must inspect and change if needed, as  
 promptly as possible.

120 C	Tr. One	Motor A-102556	Stock
120 C	Bus. One	Motor A-102540	S. C. Brown
120 C	Four. One	Motor A-102533	John Stephens
120 C	Four. One	Motor A-102527	Stock
115	Four. One	Motor T-2208	Stock
115	Four. One	Motor T-2231	W. Schneider

Ed Coover will immediately order:-  
 5 sets of 22783 parts (48)  
 5 sets of 22901 parts (48)