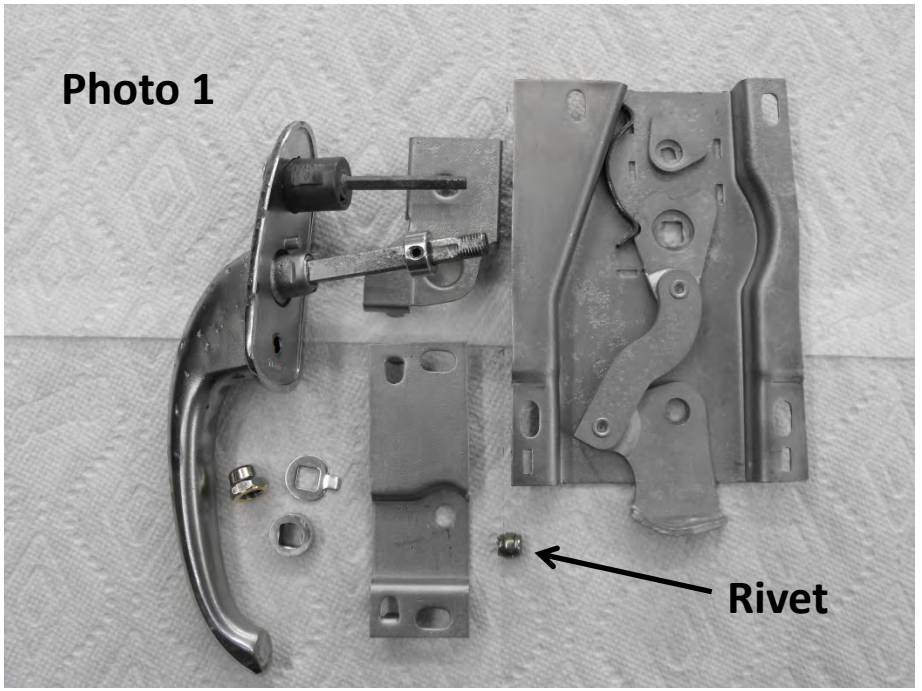
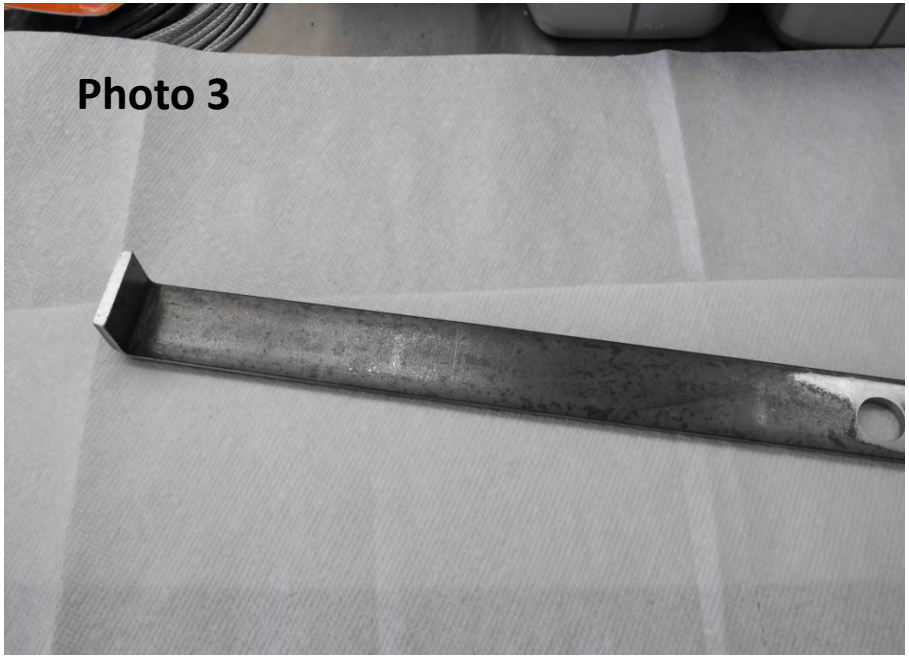
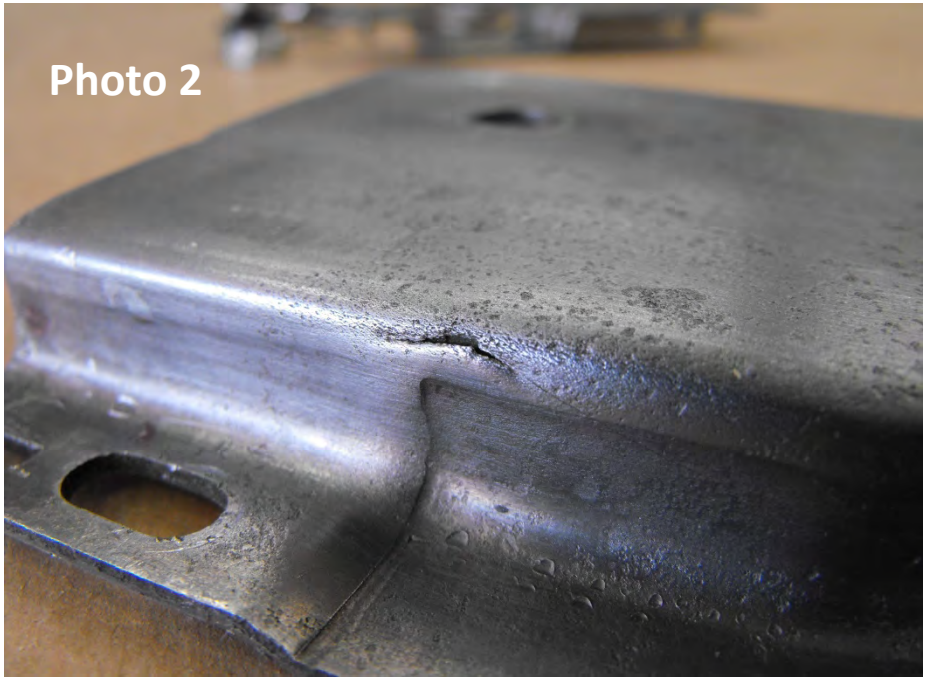
**Discussion:** Photo 1 shows a disassembled Ebay 'treasure' 22nd & 23rd series trunk latch. The rivet that acts as the latch pivot is the only component that is compromised during tear-down. This rivet is 5/16 inch diameter at both ends, but features a 3/8 inch diameter at the pivot. Both ends of the rivet were likely 'waffle headed' in one operation. Photo 2 shows a 'tear' in the sheet metal housing, likely a result of 'aggressive' forming 68 years ago. It is not a hole, only outer fibers of the material have torn. Photo 3 shows a tool used to re-install the cylinder lock clip. It is 1½ X ¼ 'band iron', the bent section should be 1 - 1½ long.



**Discussion:** Both the Ebay treasure and the latch installed in the car were marked with “Swiss Toledo USA”.

This company also made door lock hardware for Model A Fords. Swiss locks are normally associated with Murray town sedans (28-E31) with hardware marked ‘Terro’ being associated with Briggs manufactured town sedans. The Murray/Swiss, or Briggs/Terro associations had exceptions and most agree that both bodies may have been equipped with either lock.

It is unknown to this contributor if the Packard/Briggs business plan had the trunk latch supplied by Packard, or whether Briggs was responsible for the procurement of the latch. It is equally unknown if Swiss supplied the external handle as a complete assembly. Based on the Ford information Briggs would have had an association with Swiss for at least two decades prior to the 22nd series automobiles.

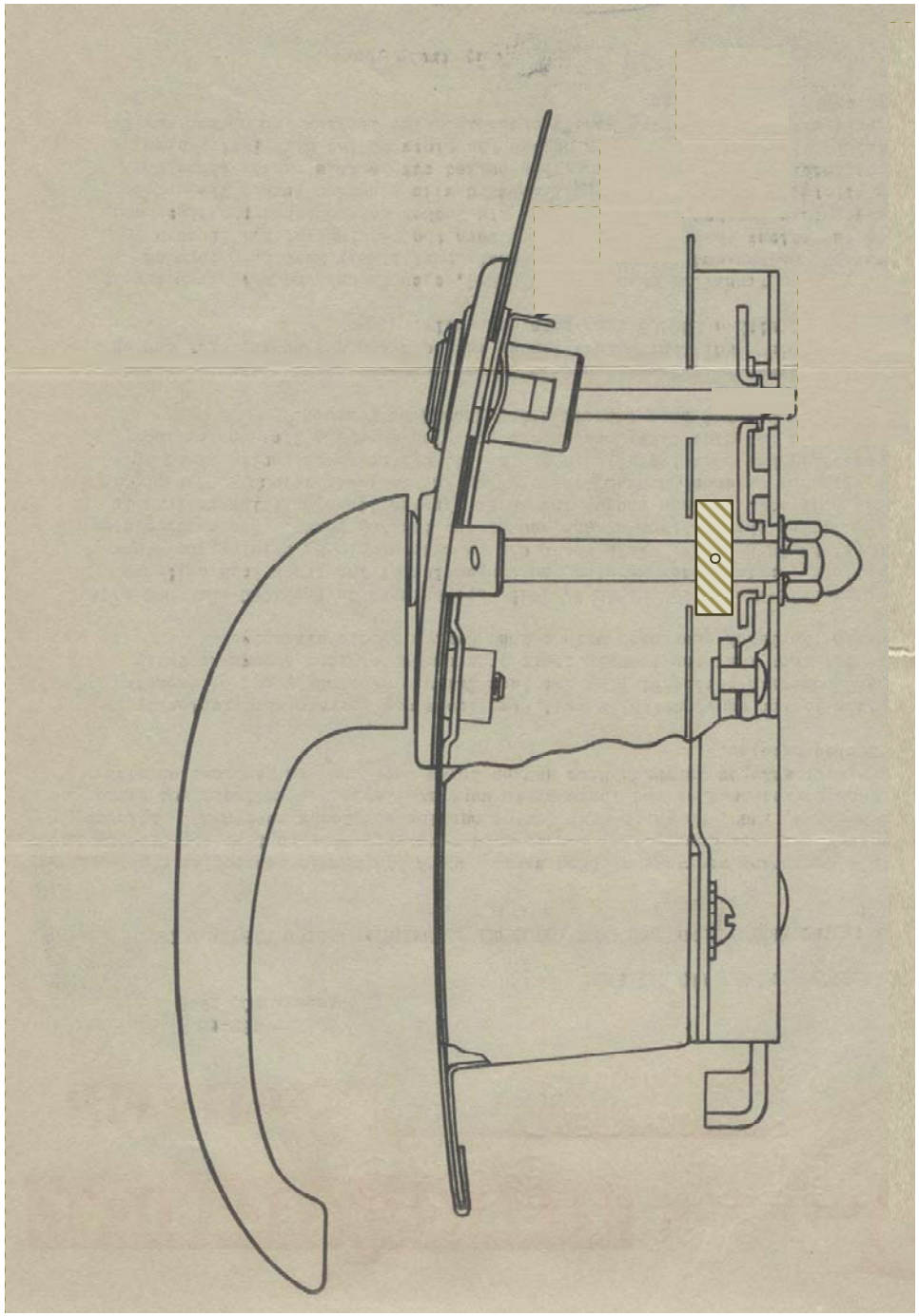
Note in Photo 2 the ‘pivot’ rivet is not waffle headed on the trunk side of the latch. The other end of the rivet is however waffle headed. The waffle pattern also appears to have some degree of variation. Four parallel marks and a cross pattern have been observed. It is unknown if the latch depicted in Photo 2 has ever been disassembled and re-riveted.

Variation in the end of the leaf spring has also been observed. Photo 2 shows the spring exiting the housing at essentially a right angle to the housing. A variation is that the spring end is folded-over quite close to the housing, and looks somewhat like the other seven tabs.

There was evidence in the Ebay unit that the components were electro-plated (most probably Cadmium). The correct exterior surface finish of the latch is unknown to this contributor. Low gloss black and body color have been observed. Raw cadmium is also a possibility based on other applications in the Packard product line, and competitor’s offerings.

**Photo 1**


**Photo 2**



## 22ND & 23RD SERIES TRUNK LATCH MODIFICATION

- CROSS-HATCHED ITEM IS A 'SET-SCREW' COLLAR THAT WORKS IN CONCERT WITH THE ACORN NUT TO EFFECTIVELY 'CAPTURE THE SQUARE SHAFT.
- LOSS OF RETENTION BETWEEN THE HANDLE AND SQUARE SHAFT WILL NOT RESULT IN THE SHAFT FALLING OUT OF THE LATCH ASSEMBLY.
- THE COLLAR IS NOT VISIBLE WITH THE LATCH ASSEMBLY INSTALLED (I.E. HIDDEN IMPROVEMENT).
- THE ACORN NUT AND TAB WASHER ARE MODEL A FORD RUMBLE SEAT / TRUNK LID HANDLE COMPONENTS. THE 5/16 INSIDE DIAMETER COLLAR WAS PURCHASED AT ACE HARDWARE. THE HOLE IN THE COLLAR WAS HAND FILED TO FIT THE SQUARE SHAFT.
- SQUARE SHAFT 'PULL-OUT FORCE DURING INSTALLATION IS AVOIDED BY MACHINING THE ACORN NUT SUCH THAT NUT 'BOTTOMS' ON SHAFT PRIOR TO CONTACTING THE LATCH ASSEMBLY (TAB WASHER IN-PLACE). A 'SELECT-FIT' SHIM WASHER (NOT SHOWN) ENSURES THE TAB WASHER REMAINS EFFECTIVE. AN ALTERNATE MEANS TO AVOID EXCESSIVE TORQUE WOULD BE TO 'FINGER' TIGHTEN AN UNMODIFIED NUT.
- WITH ABOVE CONSIDERATIONS THE 'PULL-OUT' FORCE APPLIED TO THE SQUARE SHAFT DURING INSTALLATION WILL MINIMIZED, AND THE PROBABILITY OF SHAFT 'FALL-OUT' IS SIGNIFICANTLY REDUCED.

ARTWORK FROM TECHNICAL BULLETIN 48T-22