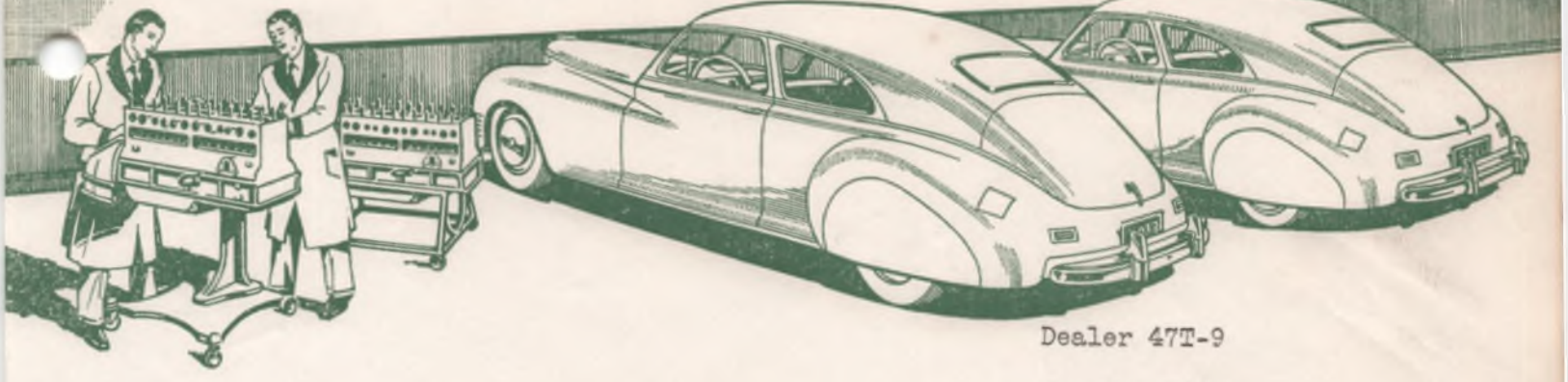
Packard TECHNICAL SERVICE BULLETI



Dealer 47T-9

May 20, 1947

To: REGIONS, ZONES AND DEALERS

Subject: WHITE SIDEWALL TIRES

Tire manufacturers advise us that white sidewall tires will soon be available for production and field replacement.

These tires are not unlike those produced in past years except for the means of protecting the white walls. Tires are no longer wrapped in paper but instead the white sidewalls are sprayed with a protective coating which must be removed before the tires are placed in service.

In no case are tires to be driven more than fifty miles before removing the coating.

This coating is water soluble but is not flexible and will check or crack if the tire is driven to any extent before it is removed. Such checking and cracking may work into the white wall itself. The coating may be removed by wetting with either hot or cold water, allowing it to soak for one minute, then washing off with a brush or sponge.

White sidewall tires kept in storage must be stacked vertically with the white walls facing each other. Never permit a black sidewall to be stacked against a white wall. Chemicals in the black rubber will cause stains on the white wall which cannot be removed.

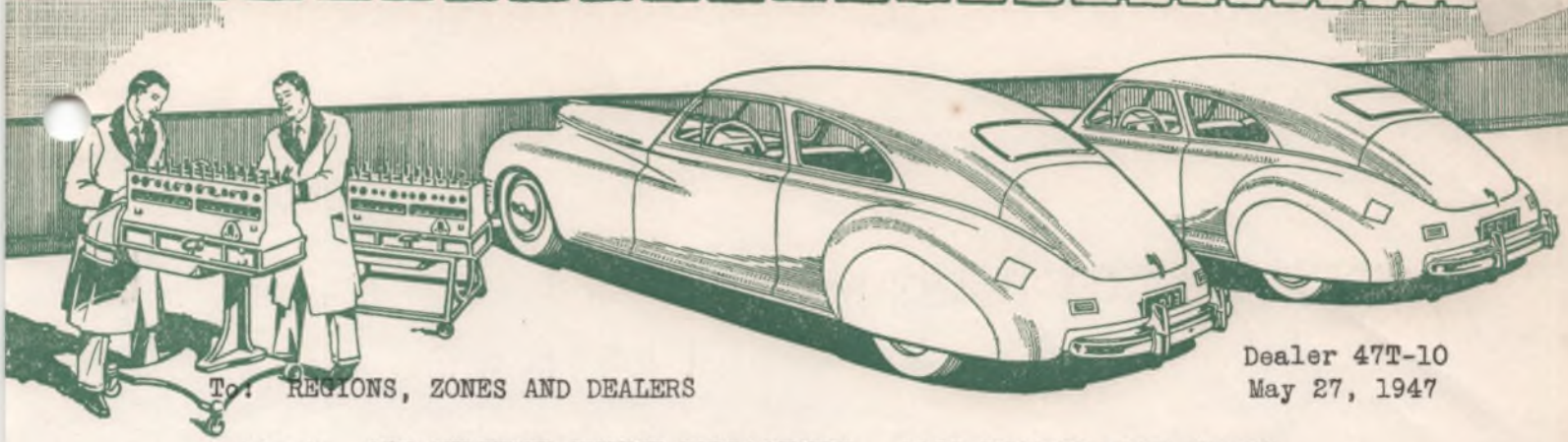
Very truly yours,

Theo. P. Thomas

Theo. P. Thomas
Service Technical Manager

TPT:ms

Packard TECHNICAL SERVICE BULLETIN



To: REGIONS, ZONES AND DEALERS

Dealer 47T-10
May 27, 1947

Subject: SIX CYLINDER ENGINE REPLACEMENT - 115C THROUGH 21ST SERIES

The improved 21st Series Six cylinder engine, now being used in production, is also being shipped as a Service replacement engine.

Replacement engines for standard passenger type Sixes may be ordered under part number 394491; replacement engines for taxicabs under part number 394489.

The Pasenger Car Replacement Engines, part number 394491, are equipped with flywheels having two sets of bolt holes for attaching either the standard clutch cover plate used when a car has a standard or overdrive transmission, the larger cover plate used when a car is equipped with Electromatic Clutch, or the alternate cover plates described in Technical Service Bulletin, Dealer 47T-4. These engines also include the crankcase ventilating equipment which formerly was used only on taxicab engines.

If the new Passenger Car Replacement Engines is to be installed in a 19th, 20th, or 21st Series car, without Electromatic Clutch, the ventilating system may be connected at the intake manifold simply by removing the 3/8-inch pipe plug from the manifold, installing the ventilator valve and reducer, and then connecting the cylinder to ventilator valve tube assembly.

In the event that a car is equipped with Electromatic Clutch, it will be necessary for the owner to temporarily operate the clutch by means of the pedal since a special fitting is required to connect both the ventilator valve and the clutch control tube to the single opening in the manifold. These fittings are being procured from an outside source and will be released as soon as the parts are available.

If the replacement engine is to be installed in a 115C, 16th, 17th, or 18th Series Six, a 9/16-inch hole should be drilled into the center of the manifold wall at a point 1-1/2 inches below the mounting pad for the carburetor. The hole then should be tapped with a 3/8" - 18 NPT tap and the valve reducer installed and brazed in place. The additional alterations necessary for installing engines in a 115C may be found in the June 1946 issue of the Service Counselor.

The taxicab Replacement Engines, part number 394489, also are equipped with flywheels having two sets of bolt holes to accomodate the standard or alternate cover plates as described in Technical Service Bulletin, Dealer 47T-4. No additional alterations are necessary other than removing the 3/8-inch pipe plug from the intake manifold and connecting the ventilating equipment.

Yours very truly,

Theo. P. Thomas

Theo. P. Thomas
Service Technical Manager

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