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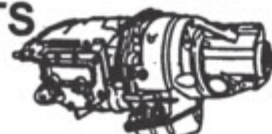
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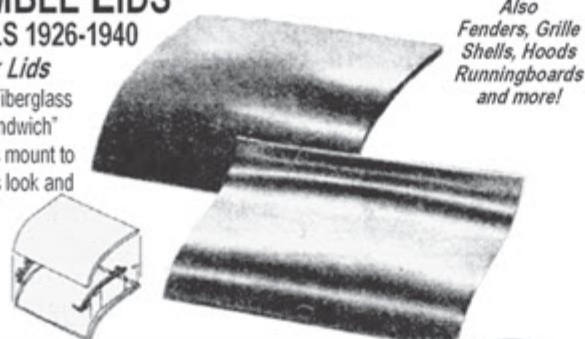
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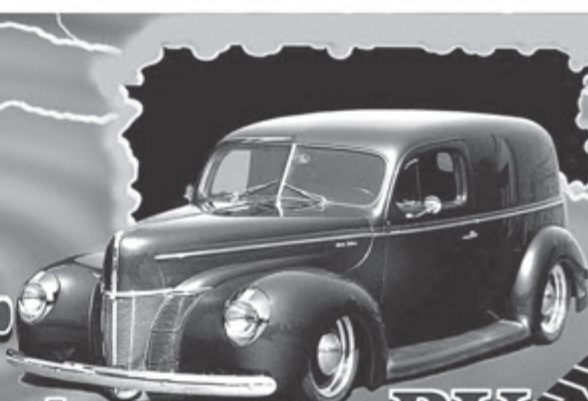
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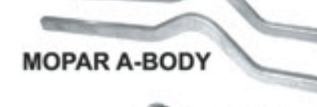
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OIL FILTER ELEMENT INSTALLATION INSTRUCTIONS

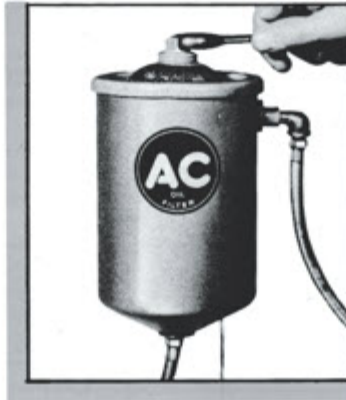
INSTRUCTION 1

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1 Put a pan or can under the filter to catch any oil or sludge which may drop.



2 Remove drain plug and allow dirty oil and water to run out.

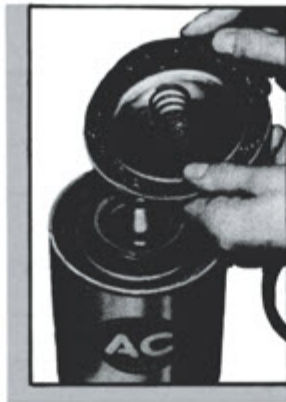


3 Loosen the cap screw on the top cover, allowing additional dirty oil to drain out.



4 Lift the cover away. Coil spring will come away with it.

5 Remove the cover gasket. If it shows no signs of wear, keep it to use again.

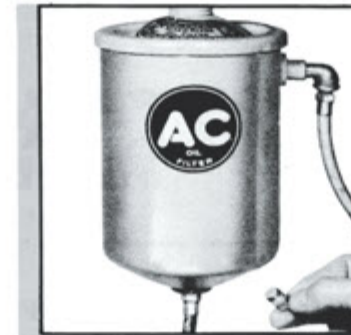


6 Remove and throw away dirty element. Discard any flat washers or gaskets found on center tube. Do not discard cup and tube spacers.

OIL FILTER ELEMENT INSTALLATION INST.—(Continued)



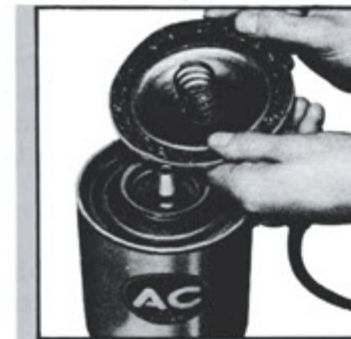
7 Wipe inside of filter shell clean with rag.



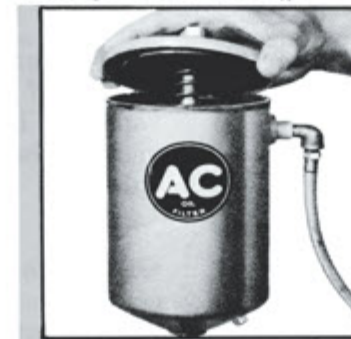
8 Replace the drain plug and tighten it securely.



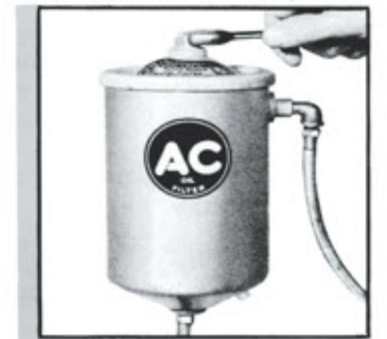
9 Install new element down over the center tube, with



10 Replace the cover gasket in the cover. If old gasket is broken or damaged, use a new one.



11 Replace the cover and coil spring and tighten with fingers.



12 Tighten down cover nut securely with a wrench.

RUN ENGINE 10 MINUTES—CHECK FOR LEAKS—ADD OIL TO CRANKCASE

QUESTIONS AND ANSWERS ON LUBRICATING OIL FILTERS

QUESTION: Will filter operate at very cold temperature?

ANSWER: Yes, after engine has reached normal operating temperature.

QUESTION: Does all the oil in the crankcase pass through the filter?

ANSWER: While only a small percentage of the oil is by-passed to the filter at any one time, all the oil is cleaned, over a period of time.

QUESTION: Why do some filters have a built-in by-pass or relief valve?

ANSWER: When the oil from the return line of the filter is used for lubricating other engine parts before being returned to the crankcase, a by-pass is necessary so that when the element is plugged and becomes inoperative the oil will continue to flow through the filter to the parts which require lubrication.

QUESTION: Is there any control over the amount of oil to be passed through the filter?

ANSWER: Yes, by means of a metered orifice either at the inlet or outlet.

QUESTIONS AND ANSWERS ON LUBRICATING OIL FILTERS—(Continued)

QUESTION: Should cover gasket be removed whenever element is replaced?

ANSWER: Yes.

QUESTION: Will an oil filter element remove acid from the oil?

ANSWER: No.

QUESTION: Will an oil filter element remove additives from detergent oils?

ANSWER: No.

QUESTION: How often should flexible oil lines be replaced?

ANSWER: When damaged or they show chafing or wear.

QUESTION: What should a vehicle operator do if the element becomes plugged and new element is not available?

ANSWER:

When a filter element becomes plugged the filter should be drained, the element removed, and the filter case cleaned out and reassembled without an element. This will permit the oil to flow through the filter and the engine will operate without filtration until a new element can be secured.

QUESTION: How do you remove an element that is plugged tight in filter case due to failure to renew element at proper time?

ANSWER: Remove drain plug to break vacuum. Take hacksaw or flat instrument and run same around between element and case to break the seal. Remove in normal manner.



QUESTION: What is sludge?

ANSWER: Solid material manufactured by the oil caused by any one of several engine conditions which exist in modern engines.

QUESTION: If, through accident, filter case or lines are damaged and cannot be replaced, can engine still be operated?

ANSWER: No, it's safer not to. Plug it off.

QUESTION: What is detergent oil?

ANSWER: A detergent type oil is an oil to which chemicals have been added to reduce sludge formation, and to retard the formation of organic acids due to oxidation.

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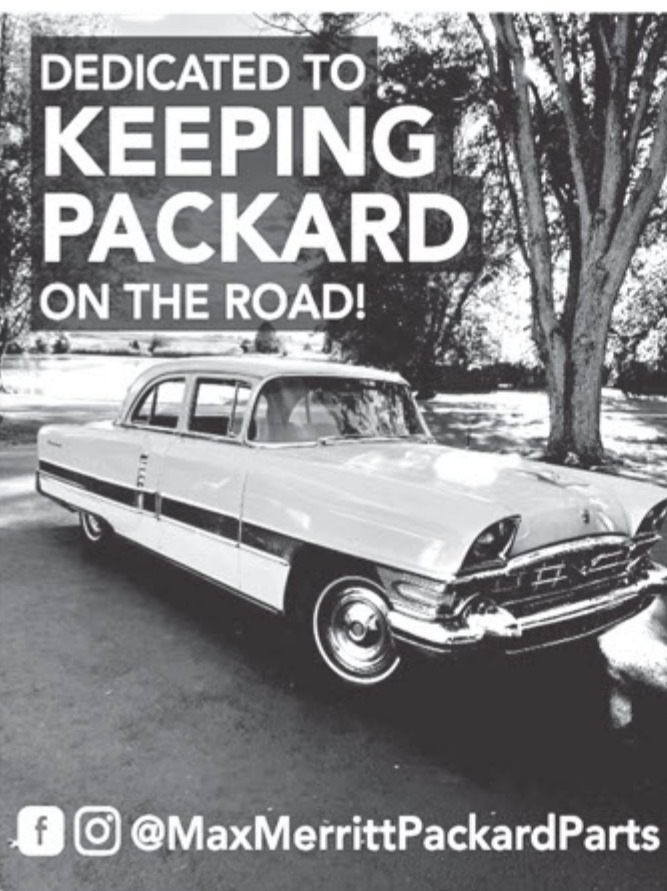
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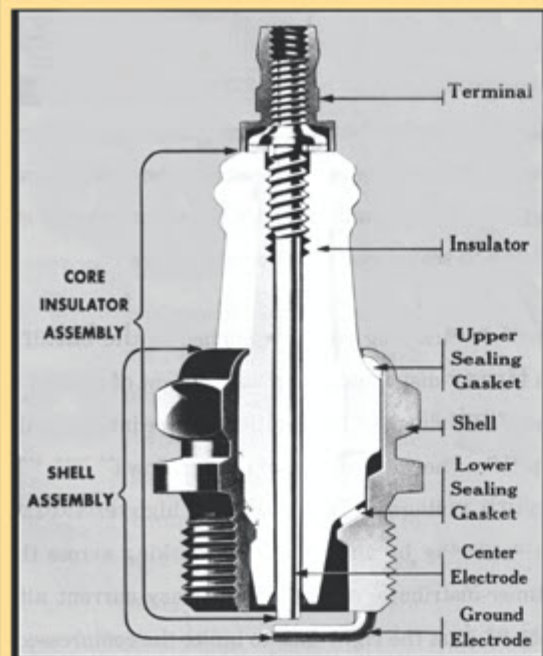
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SERVICING OLD CAR SPARK PLUGS

by *Bill Johnson* Publisher

We all have our favorite cars, and mine is my 1937 Packard Super 8 1500 Touring Sedan. With all of my cars, I add a “Winter servicing” non-ethanol gas with stabilizer (Bill Hirsch*), antifreeze, moth balls, cedar



1937 Packard Super 8 Engine

chips (on my wool interior cars), battery tenders, and set up a “protection” but not “hibernation,” so they can be started and driven if the weather is right. It makes it much easier to just get in and go in the Spring, too.

The ‘37, however, had not had its spark plugs cleaned or replaced in about 7-8 years, and had been started and stopped without much on-the-road driving. Of course, that fouls out plugs and gets unburned gas down into the oil. So knowing that, I changed the oil a few weeks ago. (The old ‘37 likes 30-weight Valvoline non-detergent. This is what it was born with and the non-detergent still has plenty of zinc.)

When servicing the spark plugs, I decided to buy a set of plugs exactly like the ones that were in it. They have been excellent and have lasted for years. They are Champion H10. Well, guess what? *They don’t make ‘em any more!* They have been replaced with H10C. What does the “C” stand for? There is not a clear explanation, but it might be the “chrome” base. I

stopped researching after I read several reviews of disappointment from people using the new C’s. The old H10 crosses over to an Autolite 216, which is a “non-resistor” plug which is what I want and I’ve always liked Autolite plugs, so I bought several sets of them. Remember always to check the REACH (depth of threads). Ours is 7/16”. However, I wanted to see if I could bring the old H10’s back to life, so I cleaned the porcelain and the top contact cap, and sand blasted the bottom end. I have had this plug blaster for years and it really does a good job of cleaning the electrodes and threads. I removed the seal washer, put the plug in the blaster, and rotated it 360 degrees and hit the blast button multiple times while rotating the plug. When the plug is removed from the blaster, the bottom end



CLEANING PLUG IN SAND BLASTER

I removed the seal washer, put the plug in the blaster, and rotated it 360 degrees and hit the blast button multiple times while rotating the plug. When the plug is removed from the blaster, the bottom end

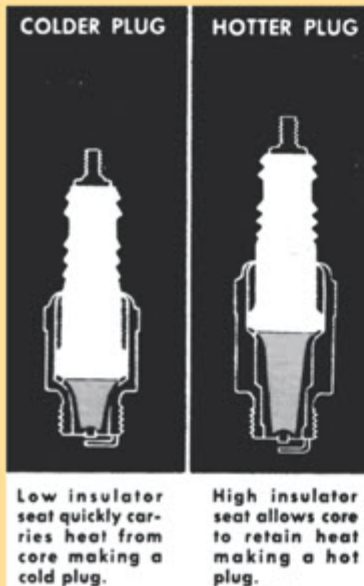
CONTINUED

must be blown off with air to get rid of any remaining sand that might get down into the cylinder. After the threads and electrodes are blown off, I coat the threads with Anti-Seize for easy removal the next time. I



SPARK PLUG HOLES & HEAD BLOWN OFF WITH AIR

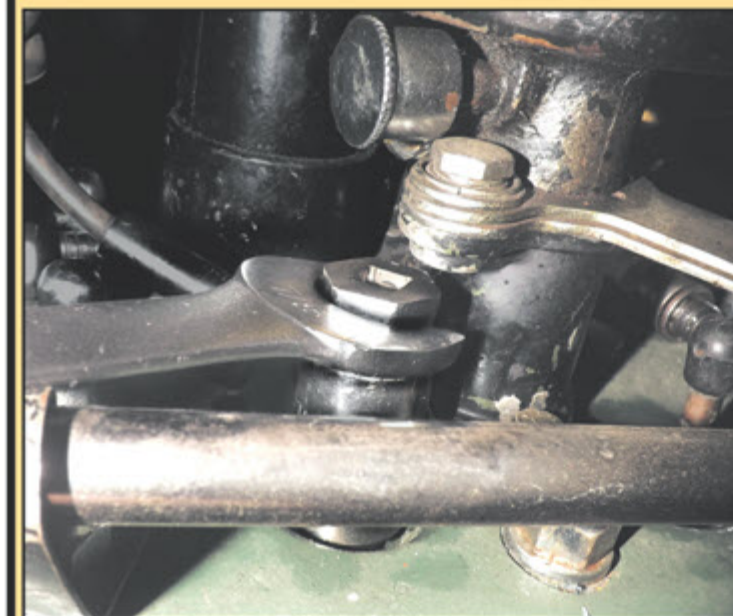
I dropped a little Marvel Mystery Oil down in each plug hole, getting some in the threads, then blew down into the cylinders with air. One note on this '37-319 CID "Super" is it has the same engine as Packard used in '36 as their "Standard 8" and the '36 was to have 14mm plugs, while the '37 had 10 mm. Packard tests had shown the 10mm was more efficient with the Straight 8, allowing cooler heads, among other reasons, and they continued the 10mm through 1950, then in 1951 went back to the 14mm in their 327 CID Straight 8's (all series).



You might have noticed from the pictures our '37 has 14mm plugs and our '36 has 10 mm. Both have correct heads, but a reversal of the Packard manual specs. Our '37 had been owned in its later years by a man who worked in a Packard dealership, and it was common practice in those dealerships to drill out the heads and go to the 14mm. Right after I bought the '37, we did a valve job and re-surfaced the head, and saw no evidence of any work done on it to change to 14mm plugs. Comparing the '36 and '37, I don't notice any difference in plug foul.

The '36 does run about 5 degrees warmer at 195 F in Summer. In my driving, I just don't see a lot of difference in the 14mm vs the 10mm, so I will make no change.

After the plug holes were blown out, I checked the plug wires for breaks or wear, then cleaned the ends with electrical cleaner spray (no flash or fire point) CRC, Part #02018.



#5 PLUG IS RIGHT AGAINST DISTRIBUTOR



UNGROUND [L] & GROUND [R] SOCKETS



SOCKET WITH 3/4" OPEN END TOGETHER

When removing and installing plug number five, I found that I couldn't get the plug in or out with a spark plug socket or open-end wrench. The distributor bracket was in the way on the back side of the distributor. To remedy this, I took a cheap 13/16" spark plug socket and ground down the spark plug end on my belt sander until it would fit over the plug and beneath the distributor bracket, and then put a 3/4" open

end wrench on the nut of the socket and the plug could be removed and installed with close, but enough, clearance.

The concern on spark plug work is not to under-

CONTINUED

or over-tighten. Over-tightening can damage the threads in the head and will distort the plug's inner gas seals, and under-torquing will not let the plug fully seal to the head and can cause pre-ignition and detonation. An over-tightened plug can also increase the plug's heat range, making it run hotter and possibly over-heat the plug and engine. The above is for "gasket type" spark plugs as on our '37. The torque specs we use are for cast iron heads: 10mm = 7-11 ft/lbs, 14mm = 16-29 ft/lbs. The spark plug manufacturer recommends putting the plugs in dry, but we use thread seal and



ANTI-SEIZE TYPE 13 FOR SPARK PLUGS



ANTI-SEIZE ON THREADS, NOT ON ELECTRODE

finger tight plus $\frac{1}{2}$ turn more. This is on cast iron heads and is just a general example. We always torque to factory specs and cast iron head plug torque is different from aluminum head plug torque. The '37 Super 8 manual calls for plugs to be gapped at .028. To install the plug, we always screw them in several threads

take our time to reach the above specs. The danger of the thread seal is the plug goes in easy and can easily be over-tightened. On a 10mm it's finger tight plus $\frac{1}{4}$ turn more.

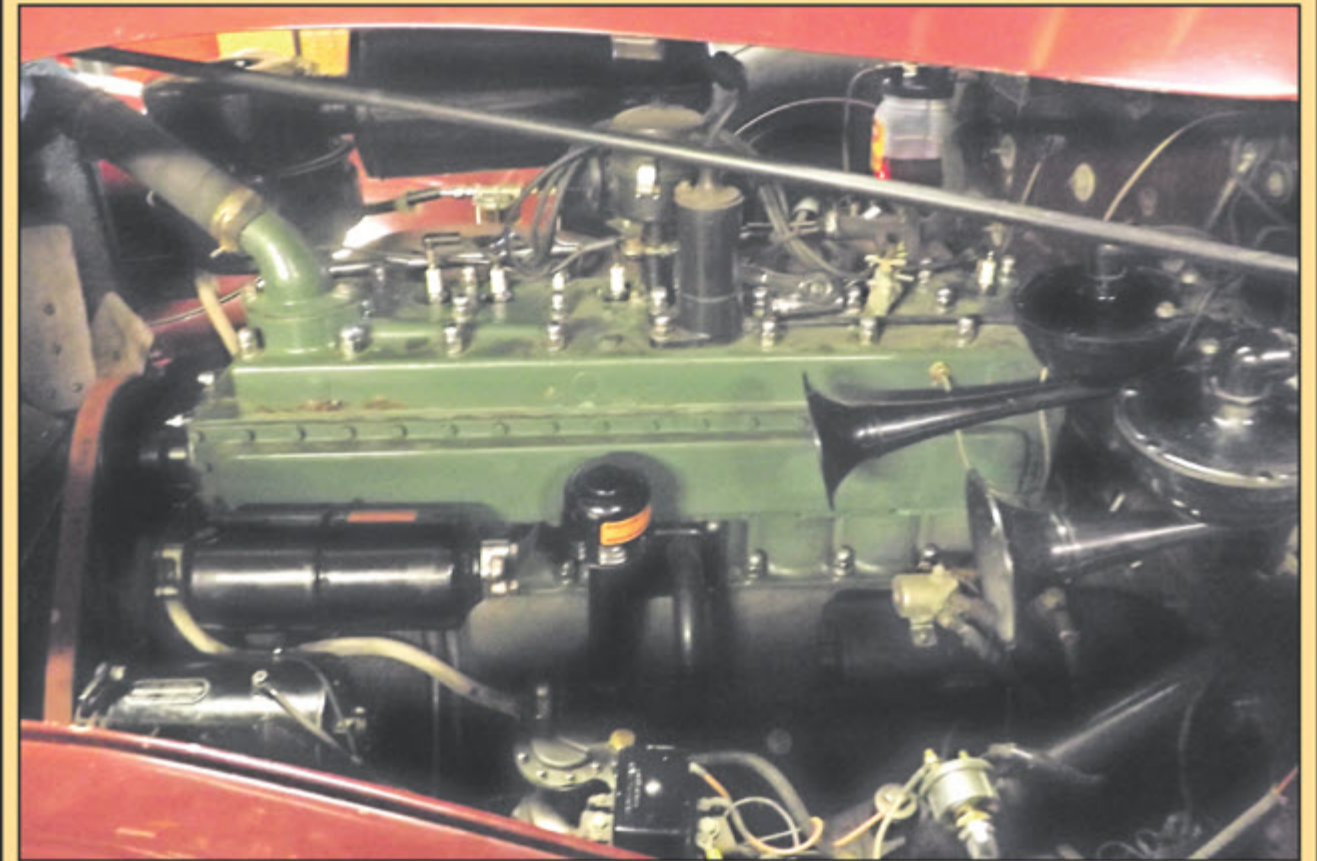
On a 14mm, it's

CONTINUED

with our fingers to feel that it's not cross-threading, and then torque it down. With the plugs in and the wires back on, I got in, pumped the accelerator once to set the choke, and it started first turn and was smooth—no misses—with a nice, smooth curb idle. Old plugs can many times be saved. Yes, it took me several hours, but I got to go through and check everything with a close inspection that I hadn't done in several years. I am glad that I took this extra time to go over everything so closely, because I did find something not related to the ignition system. It's being repaired now and it could happen to any car. Watch for the coverage of this in an upcoming issue.

There's nothing like fixing them yourself!

Keep 'em driving! 🚗



* Bill Hirsch Automotive Restoration Products
Phone: 800-828-2061, www.hirschauto.com

OLD CAR MATCH GAME

(Answers on Page 1)

A

- ☐ 1-COLOR SWEEP
- ☐ 2. "A" PILLAR
- ☐ 3. BUMPER PAN
- ☐ 4. CATWALK
- ☐ 5. CROWN
- ☐ 6. GARNISH MOULDING
- ☐ 7. THROUGH FENDER
- ☐ 8. GUTTER
- ☐ 9. MONOCHROMATIC
- ☐ 10. PONTOON FENDERS

B

A-The first structural roof support at either side of windshield

B-Teardrop shaped fender like in the 1930's

C-Single Color

D-The area between the front fender and hood

E-The area that extends downward from the bumper

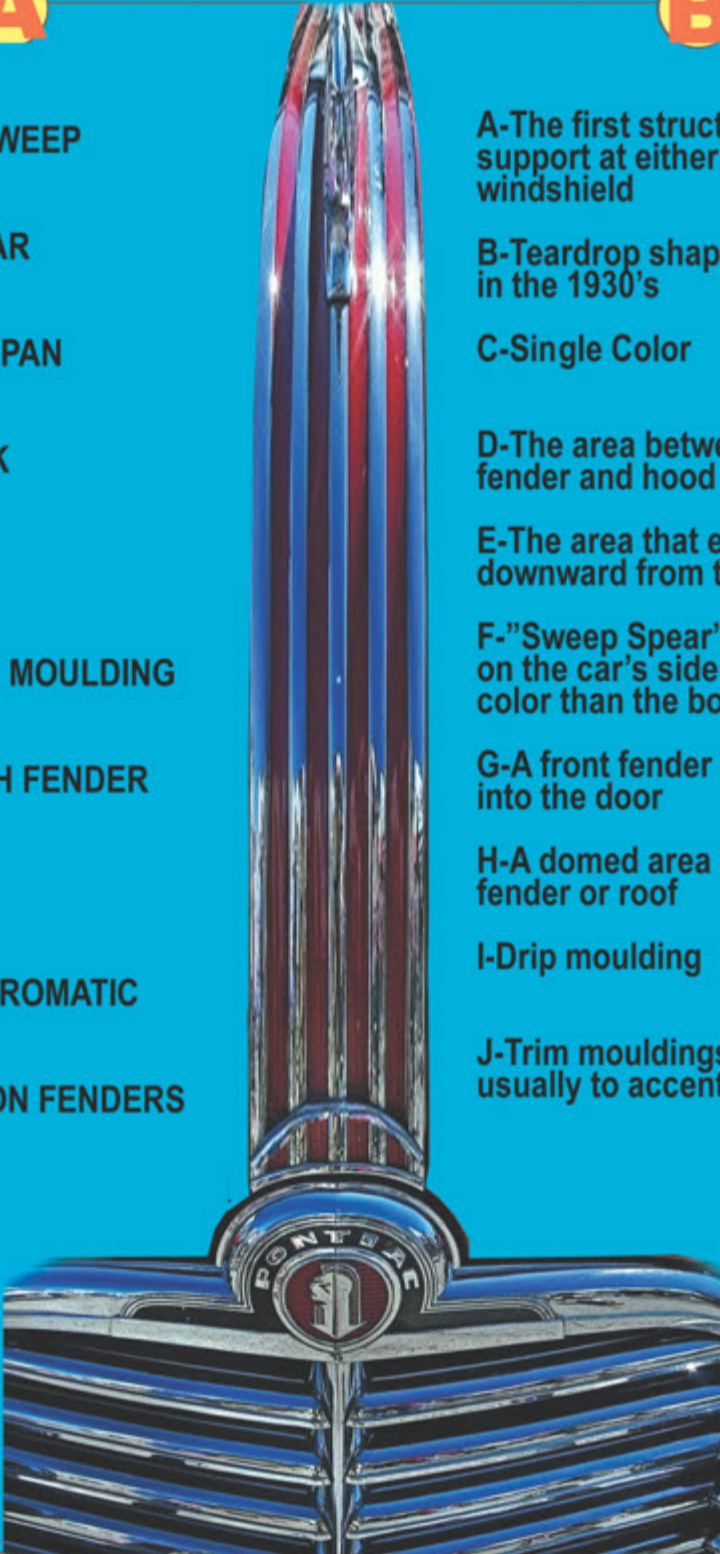
F-"Sweep Spear" in area, usually on the car's side that's a different color than the body color

G-A front fender that flows back into the door

H-A domed area of the hood, fender or roof

I-Drip moulding

J-Trim mouldings on doors, usually to accent window frames



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1957 "E" Thunderbird, Red Exterior, White Interior, White Soft Top. 312 Engine, 2x4 Carburetor, Automatic Transmission, Power Steering, Power Brakes, TC Radio, Wire Wheels and Wide White Wall Tires. AACA JR and SR winner. \$79,500



1956 Tbird, Wht ext, fiesta red & wte int, blk stop, 312ci Y block, 3 spd auto, p/steering, p/ seat. Full Resto completed 2021. Multiple Award Winner. \$126,500



1956 Resto-mod tbird, tbird grn ext, grn & wte int, tan stop, wte porthol htop, p/steering, disc brk, auto, 312 eng w/FI, elec ignition, TC radio, ww radial tires on wire wheels. low #1 high #2 car. \$72,500



1966 Dodge Dart GT Conv. Silver ext, blk int, bucket seats, blk convt top, 273ci eng, 2 barrel carb, auto. AACA 1st Jr & Sr, AACA Grand Nat'l Jr & Sr. \$62,500



1957 "D" Tbird, white ext, black & white int, white hardtop
black softtop, 312ci, 4 barrel carb, auto, p/steering, p/brakes, TC radio, skirts, & wide white wall radial tires. Frame-up restoration. Excellent condition. Great driving car. \$54,500



1967 Cadillac de Ville convertible, Ext Venetian blue, white int, p/ 6 way, 340 hpv8, turbo hydra- Matic, p/steering, auto climate control, cruise control, door locks, Am/FM radio, leather perforated for Extra comfort \$31,500



1957 Pontiac Star Chief Convertible, Blk Ext, Red & white int, Blk Conv top, 347ci eng, 3x2 carb, auto, cont kit, p/steer, p/brk, p/top, radio& heater. Full body-off Resto. Award Winner. \$145,000

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