PIERCE-ARROW SOCIETY

SERVICE BULLETIN

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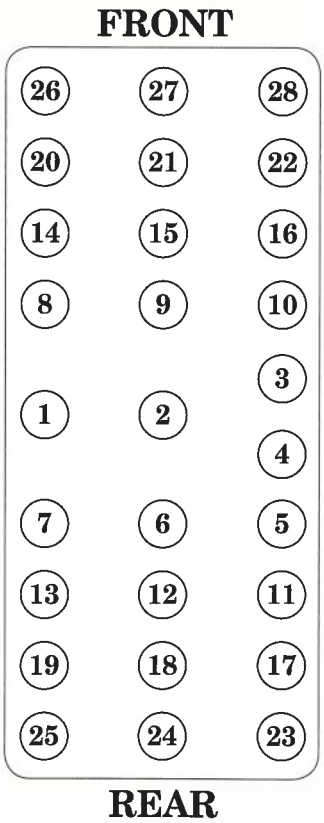
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CYLINDER HEAD TORQUE

Editors Note: Improper tightening of head bolts can lead to a number of problems including blown head gaskets, stripped studs/bolts, leaking water passages and even a cracked cylinder head. Following the proper procedure when tightening down a cylinder head is extremely important. It is also important to have an accurate Torque Wrench.

The torque pattern for the Pierce-Arrow eight-cylinder head bolts is a simple procedure:

1. Start in the center of the cylinder head and continue in a right hand spiral until the extremity of the head is reached. Torque the first time to 35 ft. lbs. (some people may prefer to do it in three steps with the second step at 50 foot pounds)
2. Repeat the procedure a second (or third) time bringing the torque to 65-70 foot pounds.
3. Run the engine to reach operating temperature, let it cool and then again torque to 65-70 foot pounds with the engine cold. Some re-check the torque after the car has been driven for a while.



NOTES

- Experience has shown that during the final tightening the head bolts or studs (depending on the year of the engine) are more apt to pull out of the cylinder block if they are tightened when the engine is at operating temperature. For this reason, perform the final tightening after the engine has cooled down.
- Some mechanics recommend when torquing, that you back the fastener off slightly until it breaks free, then tighten to obtain an accurate reading when tightening.
- On some engines the heads are fastened with bolts, some use studs and nuts or Acorn nuts. On engines with head nuts, make sure that there is a washer under the nut. On the acorn nut type engine make sure the studs are all the proper length, and that the acorn nuts don't bottom out. If the nuts bottom out, the torque reading will be incorrect.
- There is much discussion about whether to lube the threads and bearing surface of the bolt or not. Proponents say lubing them provides more uniform torque values and prevents galling. Opponents argue that torque values are for dry threads and lubing them results in over-torquing and possible damage. Whichever you do, make sure all threads are clean. Use a thread chasing tap, not a thread cutting tap to clean threads in the block. The cutting tap may remove metal from the threads weakening them.

The Pierce-Arrow Society offers to its members the knowledge and experience of its authors, without any guarantees. Each reader is responsible for deciding whether specific materials and procedures described in the Service Bulletins are appropriate for their vehicle.

PIERCE-ARROW COLOR SCHEDULE

DITZ-LAC INTERMIX SYSTEM

1929 Models

COMBINATION	UPPER	LOWER	STRIPE
No. 1	Baronial Maroon (IM-718)	Dune Brown (IM-289)	Ivory
2	Black	Rubicelle (IM-1104)	Gold
3	Black	Ardsley Green (IM-230)	Silver
4	Sapphire Blue (IM-241)	Black	Silver
5	Mallard Green (IM-285)	Black	Light Green
6	Labrador Smoke (IM-286)	Czarine Beige (IM-909)	Beige
7	Spanish Brown Deep (IM-287)	Alabama Brown	Brown
8	Granite Gray (IM-288)	Cameron Heath (IM-202)	Gold
9	Dune Brown (IM-289)	Monarch Maroon (IM-899)	Gold
No. 10	Bronson Yellow (IM-545)	Black	
11	Black	Ardsley Green (IM-230)	Yellow
12	Sapphire Blue (IM-241)	Black	Silver
13	Blue Moss (IM-550)	Black	Silver
14	Bolling Green (IM-965)	Black	Driftwood Smoke
15	Riverhead Green (IM-883)	Rhapsody Green (IM-959)	Light Green
16	Viceroy Maroon (IM-960)	Black	Rea Rose
17	Granite Gray (IM-288)	Cameron Heath (IM-202)	Gold
18	Almeda Gray (IM-863)	Twilight Blue (IM-492)	Gold
19	Mountain Brown Deep (IM-568)	Mountain Brown Light (IM-710)	Old Ivory
20	Gray Gull (IM-712)	Ravenswood Brown (IM-425)	Green
21	Mechanique Gray (IM-426)	Maison Gray	Regal Blue
22	Black	Viceroy Maroon (IM-960)	Blue Moss
23	Blue Hour (IM-453)	Botticelli Blue	Gold
24	Imperial Champagne Tan (IM-887)	Bronson Yellow (IM-545)	Silver
			Yellow
No. 43	Bolling Green (IM-965)	Black	
44	Pierce Arrow Blue (IM-961)	Black	Green Light
45	Viceroy Maroon (IM-960)	Black	Silver
46	Viceroy Maroon (IM-960)	Black	Gold
47	Sabrinal Gray (IM-963)	Pine Manor Gray (IM-962)	Gray
48	Vineyard Green No. 3 (IM-1007)	Vineyard Green No. 2 (IM-862)	Maroon
49	Amherst Blue (IM-958)	Pilot Blue No. 1 (IM-1008)	Silver
50	Riverhead Green (IM-883)	Rhapsody Green (IM-959)	Maise
51	Onawa Beige (IM-976)	Copra Drab (IM-978)	Rea Rose
52	Mountain Brown Deep (IM-568)	Mountain Brown Light (IM-710)	Green
53	Pewter Pot (IM-730)	Cottonwood Gray (IM-837)	Green
			Ivory

1930 Models

1931 Models

1932 Models

COMBINATION	UPPER	LOWER	MOULDING	STRIPE
No. 58-A	Black	Black	Black	Silver
58-B				Fire Glow
58-C				Green
58-D				Scarlet
58-E				Blue
58-F				Yellow
59	Bolling Green (IM-704)	Bolling Green	Black	Green
60	Pierce-Arrow Blue (IM-961)	Pierce-Arrow Blue	Black	Silver
61	Viceroy Maroon (IM-1151)	Viceroy Maroon	Black	Gold
62	Evergreen (IM-278)	Evergreen	Evergreen	Gold
63	Mountain Gray (IM-1029)	Mountain Gray	Saxon Gray (IM-680)	Green
64	Mt. Ranier Gray No. 1 (IM-149)	Mt. Rainier Gray No. 1	Mt. Rainier Gray No. 3 (IM-1205)	Gold
65	Chester Hunt Red (IM-1172)	Chester Hunt Red	Chester Hunt Red	Fire Glow
66	Clipper Blue No. 3 (IM-63)	Clipper Blue No. 3	Clipper Blue No. 4 (IM-805)	Brown
67	Black	Bronson Yellow (IM-545)	Black	Yellow

51 and 52 Any of the above Color Combinations or Customer's Option can be obtained on these models.

53 and 54 Any of the above Color Combinations optional.

66-A **This is No. 66 with wheels colored Province Brown Lt. and striped with Clipper Blue No. 3.**

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