

Service Counselor

PARTS • ACCESSORIES • PRODUCT

PACKARD MOTOR CAR COMPANY



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Easamatic Power Brake Equipment—Kit

Installation 24th and 25th Series—Ultramatic Equipped Cars

Remove the accelerator and brake pedal pads, floor mat, and toe board cover.

Remove the gearshift bell crank assembly from the rear stud that attaches the brake master cylinder to the frame. Disconnect the stoplight switch wires and brake tubes from the master cylinder. Remove the master cylinder from the frame. Pull the master cylinder from the operating rod.

Remove the brake pedal shaft retaining ring (horse-shoe clip) located at the inner side of the pedal; drive the pedal shaft out through the outer frame channel. Push the pedal assembly toward the rear; drop the forward end of the pedal down out of the frame and then pull the pedal and operating rod out of the frame.



Fig. 1

Remove present brake tubes, and plug or cover all brake hoses to prevent dirt entering hoses.

Install the power unit to the new toe board cover and tighten the four cap screws; install the assembly in the floor and attach two screws to hold in place. (Figure 1) Check the clearance of the forward end of the power unit at the frame. Note: There should be approximately $3/16$ " clearance at this point. (Figure 2)

On the 24th Series cars, if power unit does not clear the frame or if additional clearance is necessary, the frame should be heated with an acetylene torch and hammered in as shown in the illustration. (Figure 3) Remove the clip that attaches the gasoline line and stoplight wires on top of the frame at the point where heating is necessary. Raise the gasoline line as far as

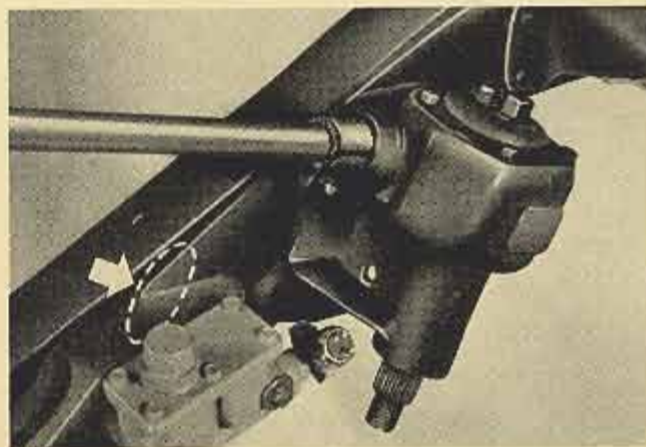


Fig. 2

possible. Pack wet asbestos around the gasoline line; also shield the line with some sheet asbestos. **IMPORTANT PRECAUTION: Protect the gasoline line and wiring wherever necessary to eliminate the possibility of fire.**

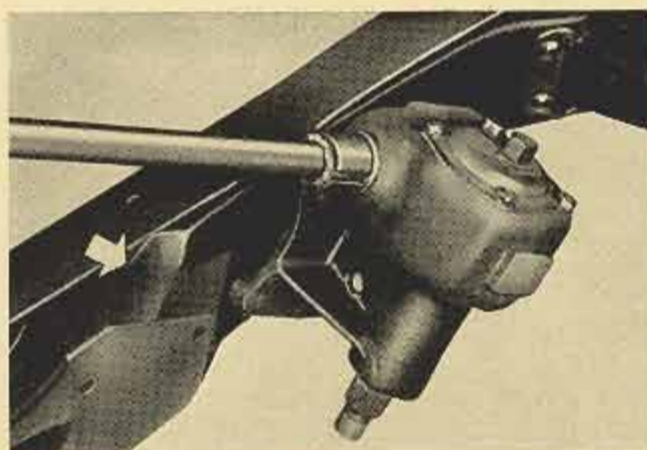
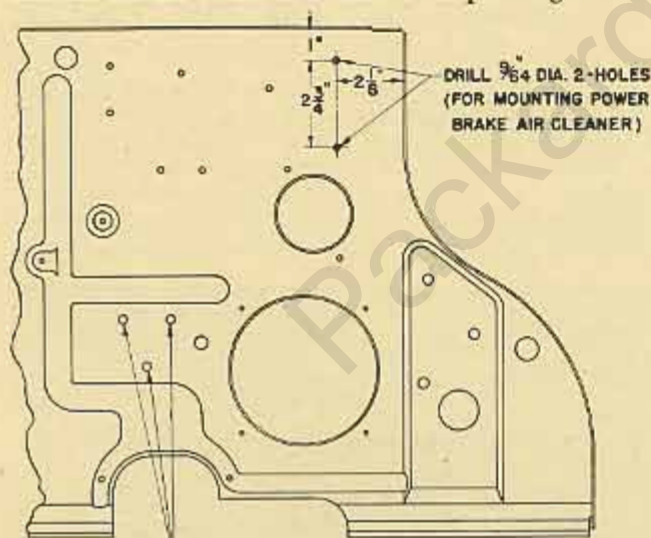


Fig. 3

Insert the torch through the toe board opening to heat the frame; use a heavy hammer, also through the toe board opening, to hammer in the edge of the frame sub channel.

After satisfactory clearance at the frame is obtained, install the stoplight switch on the power unit master cylinder. Install the assembly in the toe board and hold it in place with two screws.

Drill three 5/16" holes through the dash where the three dimples are located on the front side of the dash directly to the right of the fresh air tube. (Figure 4) Drill on through the dash insulating board. Install the pedal bracket in its proper place and mark around the bracket on the insulating board. Remove the bracket and cut out the board and remove the padding so that



AT THIS LOCATION ON DASH PANEL THERE ARE 3 DIMPLES FORMED IN PANEL AT THE PROPER LOCATION FOR POWER BRAKE PEDAL DASH BRACKET, USING THESE DIMPLES TO LOCATE DRILL 5/16 DIA. 3-HOLES AS SHOWN

PARTIAL VIEW OF ENGINE SIDE OF DASH PANEL

Fig. 4

the bracket can be bolted tight to the metal dash. Note: If the car has carpeting, cut out the insulating board back of the carpeting and then cut two slits in the carpeting so that the ears of the bracket can come through. Cement the square piece of the insulating board on the face of the bracket after it is tight-

ened in place. Coat the pedal pivot with lubriplate; install the pedal, wave washer, flat washer, and secure with a cotter pin.

Wrap tape over the ends of the new brake tubes to keep out dirt while inserting the tubes into their proper location. Install the three new brake tubes furnished in the kit, start all the tube nuts, check tube alignment, and then tighten the nuts securely. Install the tube retaining clips. Connect the stoplight wires to the switch.

Align the gasoline line and wires and reinstall the holding clip on top of the frame near the place where the frame was heated.

Discard the flat washer that was on the gearshift bell crank stud; install the lock washer (103321), the heavier flat washer (300129), and the sleeve spacer (443085) in this order on the stud; install the stud in the rear hole of the frame where the master cylinder was removed and tighten the stud securely. Install the gearshift bell crank and washers and secure with a new cotter pin.

See figures 5 and 6 for location of the following parts: Remove and discard the vacuum tube and adapter from the manifold near the carburetor. Install the new adapter (426853) into the manifold, tighten so that the threaded connection for the check valve is upward. Install the check valve (433715) and tighten securely; install the new vacuum tube assembly (433274) and connect to the vacuum hose at the fuel pump.

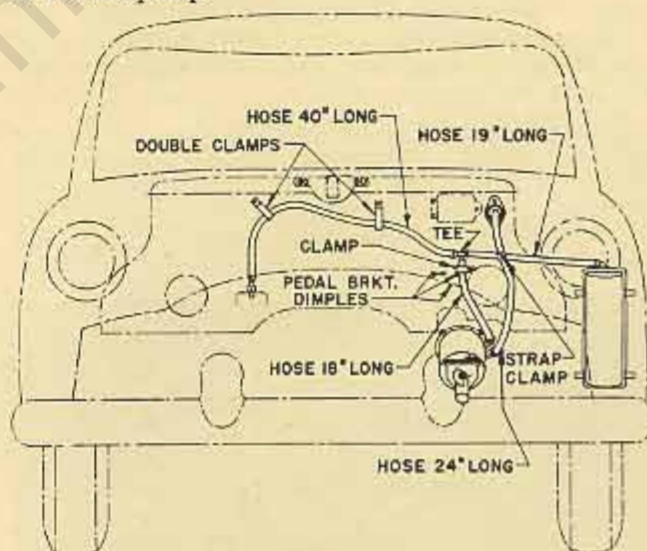


Fig. 5

Remove and discard the two clips that hold the carburetor switch wires and windshield wiper tube to the dash. Connect the new hose (443096—40" long) with a hose clamp (443128) to the check valve, and place the hose across the dash and under the wiper motor; attach the hose, wiper tube and carburetor switch wires to the dash with two new clips (443121). Connect one end of the tee (433885) to the hose with clamp (443128).

Drill two 3/4" holes in the dash to the left of the voltage regulator for the air cleaner (426847) as shown in the drawing. (Figure 4) Install the air cleaner with sheet metal screws with the two spacer washers (360444) back of the ears of the air cleaner

so there will be an air space between the dash and air cleaner.

Connect hose (433873—24" long) with clamp (443128) to the air cleaner; run the hose down past the left side of the fresh air tube, and connect with a clamp (443128) to the lower connection on the power unit. (Figures 5-6-7)

Connect hose (433887—18" long) with clamp (443128) to the lower section of the tee; insert the hose between the fresh air control cable and the fresh air tube, and connect with a clamp (443128) to the upper connection of the power unit. (Figures 5-6-7) Fasten the hose with a clip (443122) to the upper right fresh air tube plate screw.

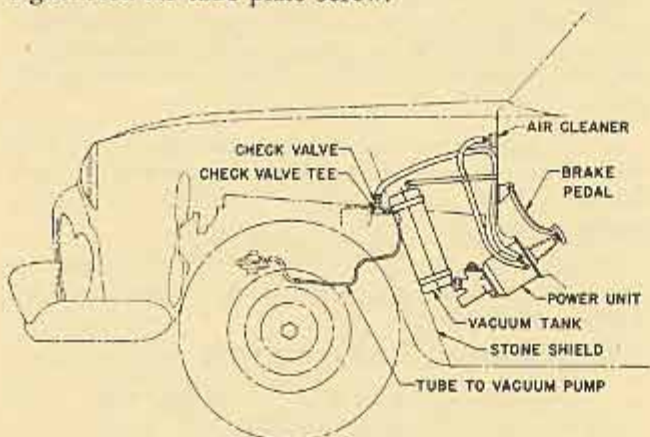


Fig. 6

To mount the vacuum reserve tank, remove the left front wheel for easier drilling of the holes through the front fender gravel shield for the vacuum reserve tank brackets. Use dimensions shown in (figure 8) and mark locations to drill; center punch and drill four $\frac{9}{32}$ " holes for the vacuum tank brackets. Connect the hose (433886—19" long) and clamp (443128) to the connection on the vacuum tank; install the tank and brackets with the tank outlet connection in an upward position and toward the engine. Connect the other end of the hose with a clamp (443128) to the other end of the tee leading to the power unit. (Figures 5-6)

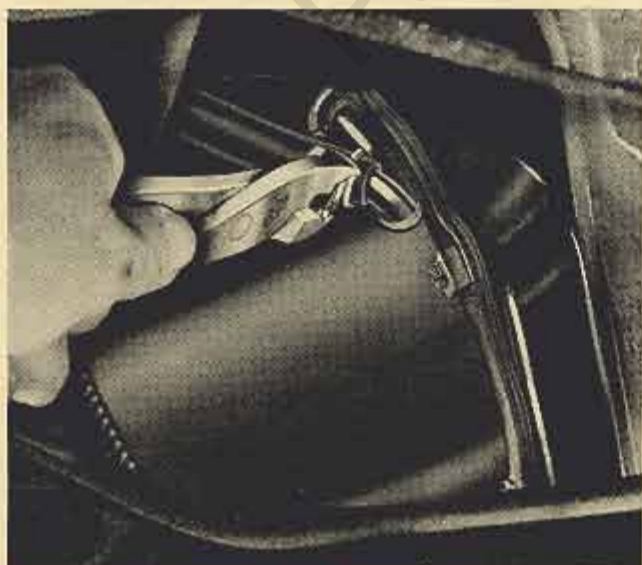
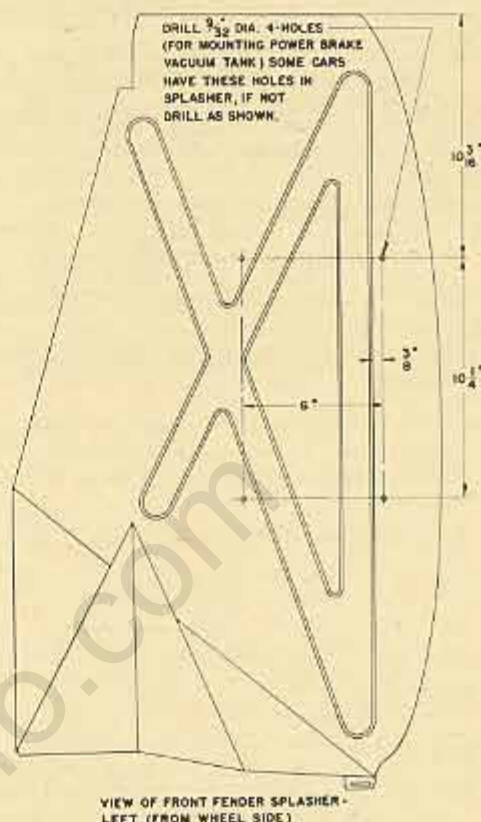


Fig. 7

Connect the power unit operating rod to the brake pedal with the clevis pin (lubriplate clevis pin); remove the rubber boot from the flange on the upper end of



VIEW OF FRONT FENDER SPLASHER - LEFT (FROM WHEEL SIDE)

Fig. 8

the power unit. Raise the boot to check the operating rod alignment. (Figure 9) Position the power unit plate so that the operating rod has equal clearance on each side, but has slightly less clearance above than below; $\frac{1}{16}$ " maximum clearance should be allowed between the operating rod and the upper edge of the sliding valve.

IMPORTANT PRECAUTION:

Operate the unit manually through the full stroke a number of times to check that no bind exists due to misalignment.

Both the piston and sliding valve must return freely to their full released position. If a bind exists, the



Fig. 9

power unit and plate may be shifted to get a free operation and alignment. If additional alignment is required, the brake pedal bracket at the dash may be loosened and shifted to get correct alignment.

NOTE: In some rare cases, it may be necessary to remove the pedal bracket and file the bolt holes in the dash to get correct alignment.

After correct alignment and free movement are obtained, retighten the brake pedal bracket, install all the power unit mounting plate screws and tighten. Recheck the rod alignment and free movement. Replace the operating rod boot in its proper place.

Fill and bleed the brake system. The hydraulic brake system filling and bleeding operation may be done manually or with a pressure bleeder in the conventional manner as outlined in the Service Manual.

Recheck all brake tubes for leaks. Check wheels for free turning, and be sure brake anchors and shoe adjustments are set properly so that there is no brake drag.

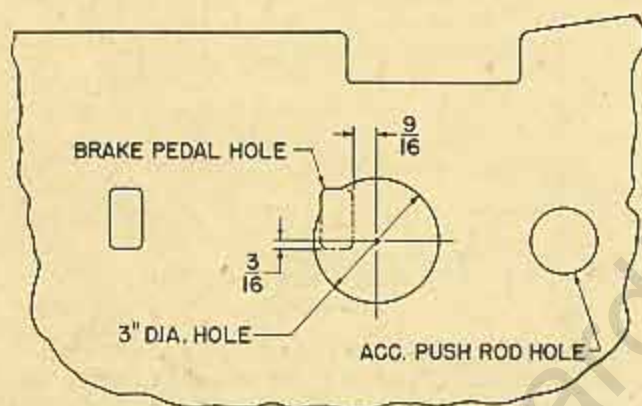


Fig. 10

Use dimensions shown in figure 10 and cut out a hole in the floor mat for the operating rod boot. Install the grommet in the floor mat hole and install the floor mat. Lubriplate the clevis pin and install; secure with new cotter pin. Reinstall accelerator pedal.

Road test the car and test the brake operation. Explain and demonstrate the Easamatic brake operation to the owner.

Part Number 436385 power brake changeover equipment is available in limited quantities at the Zone Parts Warehouse. This equipment will fit the following models: 2401-02-06—2501-02-06-31.

NOTE: The rear brake tube is not included in the equipment and must be ordered separately as follows:

Part Number 433718
Brake Tube (2401-2501-2531) One Required

Part Number 433719
Brake Tube (2402-06—2502-06) One Required

It is suggested that the above tubes be stocked, along with the power brake changeover equipment, to make the equipment complete for any of the models.

National "Get the Dents Out of Your Fenders" Month

The month of June has been designated National "Get the Dents Out of Your Fenders" month and will be conducted on an industry-wide basis across the nation.

Here are the facts why a program of this type is needed:

FACT ONE: *There's more body work to be done now than ever before.*

Every third post-war car needs body work . . . Motorists have bought 24,830,000 new passenger cars since World War II, and national surveys show that nearly one-third of them (32%) need body work of some kind.

A breakdown of that 32% shows that every fifth car had one or more damaged fenders, while 7% had damaged body panels, and 5% needed grille or bumper repairs.

In addition, another 10% of the cars needed a complete paint job, and nearly 15% of them required a major touch-up job.

Added together, those percentages show:

7,800,000 cars need body or fender work.

2,400,000 cars need a complete paint job.

3,650,000 cars need a touch-up job.

...totaling over 13½ million cars that need body shop service—well over half of all post-war cars.

FACT TWO: *Despite the need, body shop work has been slipping, not growing.*

Another national survey, covering over a million repair orders, has shown that body work has been consistently slipping in recent months.

FACT THREE: *Most owners of post-war cars want to have the work done—but forget—and no one reminds them.*

Garage men in scattered parts of the country who have experimentally tried two different "reminder" systems, have reported increases in body business of up to 500%—with no significant sales resistance. In most cases, the body shops indicated, the car owner seemed glad to be reminded; he had meant to have the repair done, but forgot.

FACT FOUR: *Motorists need to be reminded of body damage—and so do service salesmen.*

Evidence abounds that millions of cars need body work, that motorists generally want the work done, and that body shops want the work—but the motorists and the body men aren't getting together. And evidence also exists that all that's needed is a reminder—but both the motorists and the body men must be reminded.

To remind both the motorists and the body shops about body repair—national "Get the Dents Out of Your Fenders" month was conceived.

You'll hear more about this program from the Factory Parts and Service Department. Watch for it!