MR. M. MORE.

PARTS • ACCESSORIES • PRODUCT

SERVICE Counselor

PACKARD MOTOR CAR COMPANY

VOL. 28, NO. 8 AUGUST, 1954

Rear Fenders and Repair Panels

24th-25th Series "200 Models"

Due to an increased demand in the Field, the supply of 24th-25th series rear fender assemblies and rear fender outer repair panels (200 models) has been exhausted in most locations.

When the supply of these parts is exhausted, the Parts Warehouse will automatically ship 26th series parts to fill orders requesting rear fender assemblies or rear fender outer repair panels for the 24th and 25th series (200 model) cars. New pages 430A, 430B, 431 and 432 have been released for your Master Parts Catalog covering this.

The 24th and 25th series (200 model) rear fenders had a raised crease in the metal to form a "speedline" located forward and above the fender skirt opening. The "speedline" was discontinued beginning with the 26th series cars.

A "speedline" moulding kit has been designed for attaching to the 26th series rear fender to simulate the speedline when making a rear fender or repair panel replacement on 24th or 25th series (200 model) cars.

Note: In cases where both rear fenders are installed (26th series type) then moulding kits would not be required unless "speedline" effect is desired.

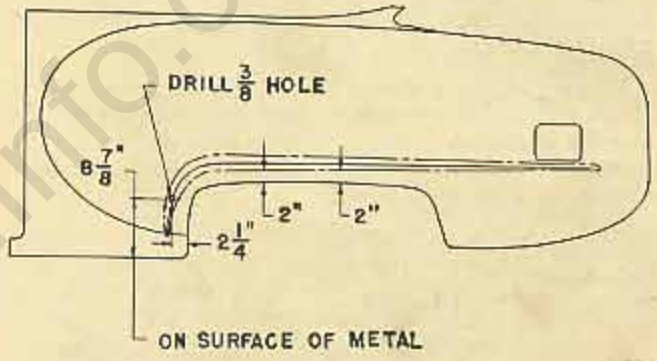
Speedline Moulding installation instructions:

1. The speedline moulding should be installed on the fenders before installing the assembly on the car. Make all measurements at the approximate location shown in the illustration.

2. Using a flexible scale, measure 8 7/8" upward from the lower edge of the fender and mark a horizontal line on the fender.

Measure 2 1/4" forward from the skirt opening and mark a vertical line on the fender.

Center punch the location where the lines cross and drill a 3/8" hole through the fender.



3. Install the moulding front tee bolt in the 3/8" hole and tighten the retaining nut finger tight.

While holding the moulding in its approximate location, measure 2" from the edge of the skirt opening to the lower edge of the moulding in two places as shown to properly locate the moulding.

Tap the moulding lightly over the rear tee bolt to mark its location for drilling. Drill a 1/4" hole through the fender at the rear tee bolt location.

Insert the rear tee bolt through the 1/4" hole, recheck the 2" measurement and if alignment is satisfactory tap the moulding lightly over each tee bolt to mark the fender for drilling. Drill 1/4" holes in the fender for the remaining tee bolts.

Install the moulding and check its fit and alignment on the fender, it may be necessary to file out some of the holes.

4. Cut approximately 1/4" off of the rear tee bolt on the left moulding so that the tee bolt will clear the shield below the gasoline filler lid. Install the moulding, washers and nuts. Do not tighten retaining nuts too tight as it is possible to distort the fender panel, or to break the spotwelds where the tee bolts

are attached to the mouldings. Cut off excess portion of tee bolts after the nuts have been tightened.

Solder in the edges of the moulding to the fender to obtain a water tight seal and form a smooth contour from the moulding to the fender.

The speedline moulding kits are available at the Parts Warehouse and may be ordered as follows:

458339 Quarter & Fender Panel Speed-Line Moulding Kit —Right—24th-25th Series Models.

458340 Quarter & Fender Panel Speed-Line Moulding Kit —Left—24th-25th Series Models.

As these mouldings are quite difficult to install after the fender has been installed, we suggest that one or more pair be carried in stock.

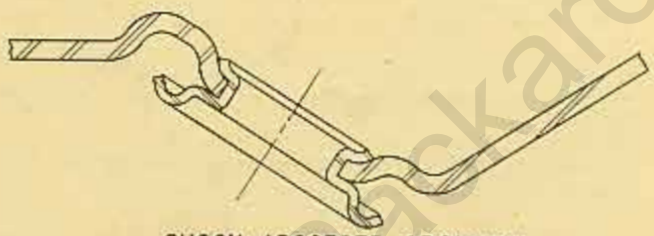
Shock Absorber Grommet Guides

25th-26th-54th Series

Shock Absorber Grommet Guides are now available for service installation on 25th, 26th and 54th Series cars.

The guides will hold the grommets properly centered in their brackets and provide added grommet bearing surface which adds greatly to the life of the grommets.

When replacing shock absorber grommets on the above models, it is suggested that the grommet guides also be installed. It is important that the guides be installed in the upper or lower side of the brackets as shown in Figures 1-2-3-4.

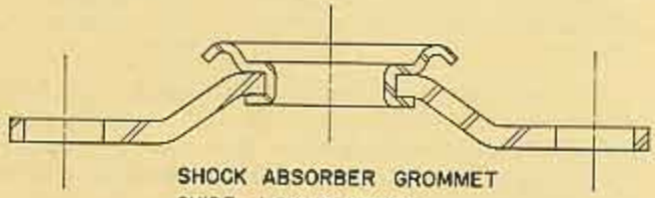


SHOCK ABSORBER GROMMET GUIDE— UPPER REAR

Fig. 1

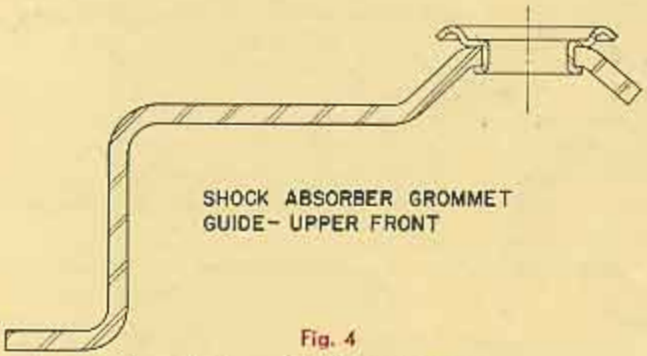
SHOCK ABSORBER GROMMET GUIDE— LOWER REAR

Fig 2



SHOCK ABSORBER GROMMET GUIDE— LOWER FRONT

Fig. 3



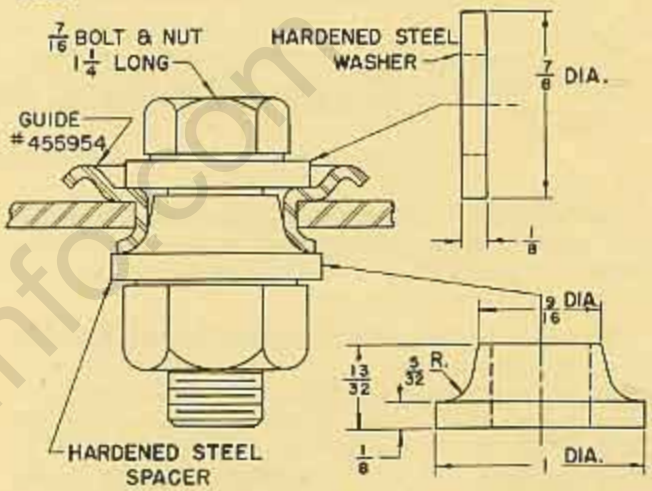
SHOCK ABSORBER GROMMET GUIDE— UPPER FRONT

Fig. 4

Installation of the guides is as follows:

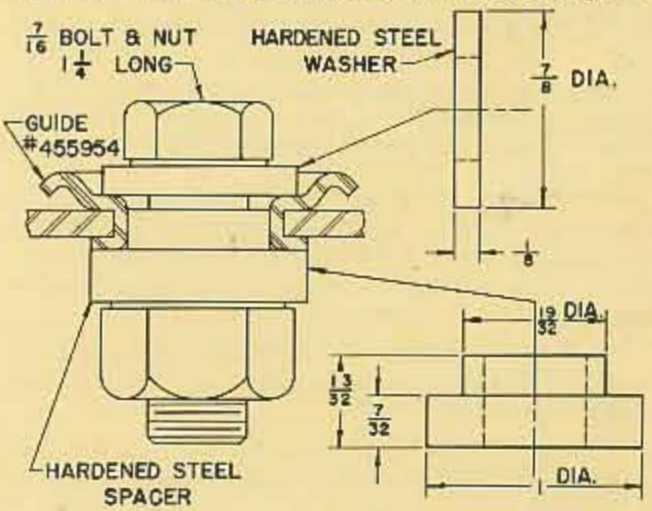
1. Remove the shock absorber assembly from the car.

Enlarge the shock absorber grommet frame bracket and lower plate holes by drilling them out with a 3/4" drill.



STARTING Fig. 5

2. A tool for flaring over the grommet guides can be made up locally by using the dimensions shown in Fig. 5 and 6. You will note that the spacer shown in Fig. 5 has a 5/32 radius. This is used to start the flare on the guide. The spacer shown in Fig. 6 has a flat step. This is used to flatten the flare of the guide tight and smooth in the frame bracket or lower plate.



FINISHING Fig. 6

packardinfo.com

3. Install the grommet guides as shown in Figures 1-2-3-4. Install the tool as shown in Fig. 5, tighten the tool nut to spread or flare the guide as far as possible. Replace the tapered spacer with the step spacer, tighten the tool nut until the flared end of the guide is flat and tight as shown in Fig. 6.

4. Install the shock absorbers using new grommets. Tighten the grommet retaining nuts until the threads bottom.

The Shock Absorber Grommet Guide Kits, Part No. 458324, are available at the Central Warehouse. Each kit consists of parts necessary to service one shock absorber.

The kit consists of the following parts:

455954	Shock Absorber Grommet Guide	2
446237	Shock Absorber Grommet	4

Carburetor Metering Rods

54th Series

Listed below are the Carburetor Assembly Numbers, Carter No. and Model, Metering Rods, and Gasket Kits for the 54th Series Carter Carburetors:

(Carter No. WGD 986S) Part No. 443998—5400-33
(Carter No. WGD 2102S) Part No. 455049—5401-11
(Carter No. WCFB 2103S) Part No. 455030—5402
(Carter No. WCFB 2112S) Part No. 455634—5406-13-26-31

CODE NO.
9.1131

PART NO.	DESCRIPTION	MODELS	PER CAR
410905	Metering Rod Standard (75-722)	5400-33	2
436114	Metering Rod One Size Lean (75-767)	5400-33	2
436115	Metering Rod Two Sizes Lean (75-768)	5400-33	2
436114	Metering Rod Standard (75-767)	5401-11	2
436379	Metering Rod One Size Lean (75-814)	5401-11	2
436380	Metering Rod Two Sizes Lean (75-815)	5401-11	2
436951	Metering Rod Standard (75-942)	5402-06-13-26-31	2
458281	Metering Rod One Size Lean (75-987)	5402-06-13-26-31	2
458282	Metering Rod Two Sizes Lean (75-988)	5402-06-13-26-31	2

GASKET KITS

9.101

410817	Carburetor Gasket Kit	5400-01-11-33	1
458280	Carburetor Gasket Kit	5402-06-13-26-31	1

Windshield Wiper Coordinator Adjustment

54th Series

Satisfactory performance of the Mag-Nu-Matic windshield washer and coordinator depends greatly on alignment of the water spray from the jets and the adjustment of the coordinator that controls the number of strokes the wiper blades will operate.

The spray jets should be adjusted to direct a stream of water on the glass slightly below the top of the wiper blades. If the spray of water is directed too high, water may run down on the cleaned portion of the glass after the wiper blades have stopped thus creating an unsatisfactory condition.

Ordinarily eleven strokes of the blades while the water is sprayed on the glass and eleven strokes after the water stops is considered best for most types of driving.

Some drivers, due to their localities and types of driving, may desire a longer or shorter operating period for the washer and wiper blades.

Wiper blade strokes and water spraying time may be increased or decreased by turning the adjusting screw on the coordinator indicated by arrow in the illustration.

Turning the screw outward increases the number of strokes and turning it in decreases the number of strokes. The number of wiper blade strokes after the water spray stops is approximately the same as when the water is spraying.

CAUTION: Do not turn the adjusting screw in too far as the end of the screw may puncture the diaphragm in the coordinator. Usually turning the screw just a few notches will obtain the desired adjustment.

Motor Oil Lever Indicator

54th Series

We have received reports stating that seven quarts of oil shows ⅛ to ¼ inch above the full mark on the dipstick when changing motor oil on 54th series cars.

The full mark on the dipstick is correct when filling a dry engine but will show slightly over the full mark when an engine has been operated, oil drained and refilled with seven quarts of oil.

There is no harm in the oil level showing slightly over the full mark on a refill. It is difficult to show a full mark on the dipstick that would be accurate for all types of draining and refilling, such as; after an engine has been reconditioned or a refill on the lubrication rack.

The *low* level mark on the dipstick will always be accurate whether it be from a dry engine fill or filling an engine after it has been operated.

There is less objection when the oil level is slightly above the full mark after draining and refilling than would be if the level was below the full mark after refill.

PackardInfo.com

"Tips From The Editor"

We are inaugurating a new feature in the Service Counselor to be called, "Tips from the Editor".

Frequently we receive a request from a Zone or Dealer wanting service information regarding an unusual mechanical problem that they have encountered. We endeavor to obtain an answer to the problem from our own service experience plus information from Engineering, Production, Proving Grounds, etc.; and forward the information direct to the Zone or Dealer.

Although the information may not always be infallible, we feel that good service information on a mechanical problem, how it acted, what caused the trouble and correction will be of benefit to all service personnel and may save many hours of hunting for the trouble.

ULTRAMATIC TRANSMISSION

SYMPTONS:

1. Car drags and pulls down to a stop while driving in high range.

2. Will move in low range but with a heavy clunk at times.

3. Car reverses with control lever in neutral.

PROBABLE TROUBLE:

Planetary ring gear bushing No. 410861 scored and seized to rear oil pump.

POSSIBLE CAUSE:

1. Reverse band adjusted too tight.

2. Reverse band not releasing due to sticking reverse piston.

Note: If the reverse piston does not release, excessive heat will be generated by the dragging reverse band, causing the planetary ring gear to overheat resulting in the scored bushing condition.

CORRECTION:

No doubt the planetary ring gear bushing will be scored bad enough to warrant disassembling the transmission for correction.

1. Inspect the reverse piston for sticking in its cylinder.

2. Inspect the rubber seals and retainer for binding the piston.

3. Inspect the piston for binding where it passes through the valve body.

4. Replace all worn and damaged parts.

5. After assembling, make sure the bands are adjusted properly.

6. If necessary, a pressure check can be made at the bottom of the reverse piston to determine if its applying pressure is venting off properly. Consult your hydraulic chart to locate the venting point. "It is at the flat milled surface at the rear of the control valve."

A. C. Fuel Pump Diaphragm and Repair Kits

24th-25th-26th-54th Series

Please refer to your Service Counselor Vol. 28, No. 7, July, 1954, on the subject "A. C. Fuel Pump Vacuum Diaphragm Kits."

Listed below for your ready reference are the diaphragm and repair kits to be used with the two different type operating levers.

1. Early type with 9606 stamped on edge of pump mounting flange which has two piece operating levers as indicated by "A" in the July Service Counselor.

Part No.	Description
436146	A. C. Fuel Pump Repair Kit
436147	A. C. Fuel Pump Diaphragm Kit (fuel)
436148	A. C. Fuel Pump Diaphragm Kit (vacuum)

2. Late type with 9920 stamped on edge of pump mounting flange which has one piece operating lever as indicated by "B" in the July Service Counselor.

Part No.	Description
458345	A. C. Fuel Pump Repair Kit
458346	A. C. Fuel Pump Diaphragm Kit (fuel)
458347	A. C. Fuel Pump Diaphragm Kit (vacuum)

The above diaphragm and repair kits are available at the Central Warehouse.

Electric Antenna Motor Failure

We have found that the most common cause for burning out motors on the electric antennas has been weak and run-down batteries. The condition generally occurs on new cars that have been in storage.

The nylon strip that raises and lowers the telescoping antenna extensions has a tendency to stiffen and take a set if it has not been used for some time thus requiring additional motor power to operate it.

When the antenna is operated in this condition with a weak or run-down battery, the normal tendency is to leave the switch on until the antenna has completely raised and lowered resulting in overheating and possibly a burned out motor. The circuit breaker incorporated within the motor does not protect it when operated with a weak battery.

We suggest that when preparing new cars for delivery that have been in storage, the antenna be cycled through its full travel several times using a *fully charged battery.* This cycling softens the nylon strip and prevents motor over-load if the antenna is operated occasionally.

These instructions also apply when installing new antennas on cars.

Spark Plug Torque Specification Change

All Models

The spark plug torque tightening specifications have been reduced from 25–35 ft. lbs. to 20–25 ft. lbs.

Please change your records accordingly.

Packardinfo.com

PRINTED IN U.S.A.