MR. R. HEMSELEY

PARTS • ACCESSORIES • PRODUCT

SERVICE Counselor

PACKARD DIVISION
OF
STUDEBAKER-PACKARD CORPORATION

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Mechanical Specifications and Adjustments

55th SERIES

55TH SERIES CHASSIS AND BODY SYMBOLS

		CLIPPER DELUXE	CLIPPER SUPER	CLIPPER CUSTOM	PACKARD
		320 Cu. In. 225 HP 4 BBL.		352 Cu. In. 245 HP 4 BBL.	352 Cu. In. 260 HP 4 BBL.
CHASSIS SYMBOLS		5540		5560	5580
BODY TYPES	Pass.				
SEDAN	6	5522	5542	5562	5582
HARD TOP	6		5547	5567	5587
CARIBBEAN	6				5588*
WHEEL BASE		122"			127"
OVERALL LENGTH		214 13/16"			218½"

*352 Cu. In. 275 HP 2—4 BBL Carburetors

CHASSIS SYMBOLS	5540	5560	5580
BRAKES			
Type	Hydraulic 2—Shoe	Hydraulic 2—Shoe	Hydraulic 2—Shoe
Effective Area	191.8 sq. in.	191.8 sq. in.	208.25 sq. in.
Effective Area Hand Brake	85.25 sq. in.	85.25 sq. in.	98.0 sq. in.
Drum Diameter			
Front	11" Centrifuse	11" Centrifuse	12" Centrifuse
Rear	11" Centrifuse	11" Centrifuse	12" Centrifuse
Lining Size and Material			
Primary Shoes			
Front	9 5/16" x 2½" x 3/16"	9 5/16" x 2½" x 3/16"	11½" x 2¼" x 3/16"
Rear	9 5/16" x 2" x 3/16"	9 5/16" x 2" x 3/16"	11½" x 2" x 3/16"
Material	Marshall—4112	Marshall—4112	Marshall—4112
Secondary Shoes			
Front	12" x 2½" x 3/16"	12" x 2½" x 3/16"	13" x 2¼" x 3/16"
Rear	12" x 2" x 3/16"	12" x 2" x 3/16"	13" x 2" x 3/16"
Material	Marshall—9051	Marshall—9051	Marshall—9051
Wheel Cylinder Size			
Front	1⅜" Dia.	1⅜" Dia.	1⅜" Dia.
Rear	1 1/16" Dia.	1 1/16" Dia.	1" Dia.
Master Cylinder Size	1" Dia.	1" Dia.	1" Dia.
Brake (Power Unit)	Sp. Equip.	Sp. Equip.	Sp. Equip. Std. Equip. (5588)
CLUTCH			
Type	Single Dry Plate	Single Dry Plate	
Pedal Free Play	1¼" to 1½"	1¼" to 1½"	
Facing Material	Woven Asbestos	Woven Asbestos	
Size of Facing	7" x 10½" x .125"	7" x 11" x .125"	
Throw Out Bearing	Prelubricated Ball	Prelubricated Ball	
Clutch Spring Pressure (Total)	1467 lbs.	1467 lbs.	
Number of Springs	8	8	
Vibration Neutralizer	Yes	Yes	
COOLING SYSTEM			
Type	Pressure	Pressure	Pressure
Water Pump	Centrifugal Self-Adjusting	Centrifugal Self-Adjusting	Centrifugal Self-Adjusting
Water Pump Drive	Fan Belt	Fan Belt	Fan Belt
Capacity of System	26 qts.	26 qts.	26 qts.
Heater Capacity			
(One)	½ qt.	½ qt.	
(Two)	1 qt.	1 qt.	1 qt.
Fan	4 Blade—19⅞" Dia.	4 Blade—19⅞" Dia.	4 Blade—19⅞" Dia.
Drive Pulley	On Crankshaft	On Crankshaft	On Crankshaft
Ratio	.92 to 1	.92 to 1	.92 to 1
Thermostat Starts to Open			
Standard	167° to 173°	167° to 173°	167° to 173°
High Reading	177° to 182°	177° to 182°	177° to 182°
Fan Belt	56 11/16" x ⅜"	56 11/16" x ⅜"	56 11/16" x ⅜"
Fan Belt Adjustment	At Generator	At Generator	At Generator
Heat Indicator	Electric	Electric	Electric
Gravity Flow of Radiator (Minimum)	30 Gal. per Min.	32½ Gal. per Min.	32½ Gal. per Min.
Radiator Cap	Pressure Type—12 psi	Pressure Type—12 psi	Pressure Type—12 psi
ELECTRICAL			
Battery			
Make and Type	Auto-Lite 3EA-60-R3 Willard HDW-3KM-60	Auto-Lite 3EA-60-R3 Willard HDW-3KM-60	Auto-Lite 3EA-60-R3 Willard HDW-3KM-60
Capacity	60 Ampere Hour	60 Ampere Hour	60 Ampere Hour
Number of Plates	9	9	9
Terminal Grounded	Positive	Positive	Positive
Starting Motor			
Make and Type	Auto-Lite MDD6301	Delco-Remy 1107635	Delco-Remy 1107635
Starter Drive	Bendix	Solenoid Actuated Shift	Solenoid Actuated Shift
Number of Flywheel Teeth	182	182	182
Number of Teeth in Starter—Pinion	9	9	9
Pinion Meshes	From Front	From Front	From Front
Current Draw—Free Running	60 Amps. @ 10.0 Volts	95 Amps. @ 10.1 Volts	95 Amps. @ 10.1 Volts
Current Draw—Cranking Engine (70° F.)	200-225 Amps.	200-225 Amps.	200-225 Amps.
Brush Spring Tension	42 oz.	35 oz.	35 oz.

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ELECTRICAL (Cont'd.)

	5540	5560	5580
Generator			
Make and Type	Auto-Lite GJC-6001A	Delco-Remy 1102022	Delco-Remy 1102022
Generator Drive	Belt	Belt	Belt
Generator Cut In Speed—Hot	1325 R.P.M.	1250 R.P.M.	1250 R.P.M.
Generator Output	30 Amps.	30 Amps.	30 Amps.
Field Current—Amps.		1.48—1.62 @ 12 Volts	1.48—1.62 @ 12 Volts
Brush Spring Tension	35 oz.	28 oz.	28 oz.
Regulator			
Make and Type	Auto-Lite VRX-6007A	Delco-Remy 1118953	Delco-Remy 1118953
Maximum Output	30 Amps.	30 Amps.	30 Amps.
Circuit Breaker			
Air Gap	.031"—.034"	.020"	.020"
Contact Gap	.015"	.020"	.020"
Close Volts	13.0 to 13.75	11.8 to 13.5	11.8 to 13.5
Current Regulator			
Air Gap	.048"—.052"	.075"	.075"
Contact Gap	.012"	.012"	.012"
Amperes	30	30	30
Voltage			
Air Gap	.048"—.052"	.075"	.075"
Contact Gap	.012"	.012"	.012"
Voltage (70° F.)	14.25—14.75 (ADJ. 14.5)	13.8—14.8 (ADJ. 14.5)	13.8—14.8 (ADJ. 14.5)
Distributor			
Make and Type	Auto-Lite IBJ-4001	Delco-Remy 1110854	Delco-Remy 1110854
Ignition Timing	6° BTDC	6° BTDC	6° BTDC
Breaker Point Gap (Initial Setting)	.016"	.016"	.016"
Breaker Arm Spring Tension	17—20 oz.	19—23 oz.	19—23 oz.
Spark Control	Full Automatic	Full Automatic	Full Automatic
Spark Advance Begins At	600 Engine R.P.M.	600 Engine R.P.M.	600 Engine R.P.M.
Vacuum Advance (Maximum)—(Crankshaft Degrees)	11° @ 10 In. Hg.	20° @ 12.5 in. Hg.	20° @ 12.5 in. Hg.
Governor Advance (Maximum)—(Crankshaft Degrees)	40° @ 2400 Eng. R.P.M.	32° @ 4200 Eng. R.P.M.	32° @ 4200 Eng. R.P.M.
Cam Dwell Angle	27°	26°—33°	26°—33°
Condenser Capacity (Mfds.)	.25—.28	.18—.23	.18—.23
Ignition Coil			
Make and Type	Auto-Lite CAD-4001	Delco-Remy 1927809	Delco-Remy 1927809
Ampere Draw—Idling Hot	1.25 Amps.	1.25 Amps.	1.25 Amps.
Spark Plugs			
Make and Type	Champion H-10	Champion H-10	Champion H-10
Size	14 MM	14 MM	14 MM
Gap Setting	.033"—.037"	.033"—.037"	.033"—.037"
Current Protection			
Head, Tail & Parking Light	22 Amp. Circuit Breaker	22 Amp. Circuit Breaker	22 Amp. Circuit Breaker
Stop Light	SFE 20 Amp. Fuse	SFE 20 Amp. Fuse	SFE 20 Amp. Fuse
Body	22 Amp. Circuit Breaker	22 Amp. Circuit Breaker	22 Amp. Circuit Breaker
Dome Light	SFE 20 Amp. Fuse	SFE 20 Amp. Fuse	SFE 20 Amp. Fuse
Directional Signal	SFE 9 Amp. Fuse	SFE 9 Amp. Fuse	SFE 9 Amp. Fuse
Courtesy Light	SFE 20 Amp. Fuse	SFE 20 Amp. Fuse	SFE 20 Amp. Fuse
Clock	A9A 2 Amp. Fuse	A9A 2 Amp. Fuse	A9A 2 Amp. Fuse
Overdrive	SFE 20 Amp. Fuse	SFE 20 Amp. Fuse	SFE 20 Amp. Fuse
Windshield Washer	SFE 9 Amp. Fuse	SFE 9 Amp. Fuse	SFE 9 Amp. Fuse
Heater	SFE 15 Amp. Fuse	SFE 15 Amp. Fuse	SFE 15 Amp. Fuse
Radio	AGW 7½ Amp. Fuse	AGW 7½ Amp. Fuse	AGW 7½ Amp. Fuse
Suspension—Load Compensator Circuit		SFE 20 Amp. Fuse	SFE 20 Amp. Fuse
Lighting & Accessories			
Headlight Bulb—Sealed Beam	40—50 Watts	40—50 Watts	40—50 Watts
Horn—Make	Sparks Withington	Sparks Withington	Sparks Withington
Horn—Location	Radiator Cradle Support	Radiator Cradle Support	Radiator Cradle Support
Clock—Type and Make	Electric—Borg	Electric—Borg	Electric—Borg
Radio—Make—Push Button Type	Delco	Delco	Delco
Universal Tuning Type	Delco	Delco	Delco
Ampere Draw of Headlights—Each	3.35—4.19 @ 12.8 Volts	3.35—4.19 @ 12.8 Volts	3.35—4.19 @ 12.8 Volts
Ampere Draw of Horns	17 Amps.	17 Amps.	17 Amps.
Ampere Draw of Heater Blower Motor	6.5 Amps. @ 14 Volts @ 3000 R.P.M.	6.5 Amps. @ 14 Volts @ 3000 R.P.M.	6.5 Amps. @ 14 Volts @ 3000 R.P.M.
Ampere Draw of Radio	3.2 Amps. @ 12 Volts	3.2 Amp. @ 12 Volts	3.2 Amps. @ 12 Volts

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ENGINE

General Information

Make	Packard	Packard	Packard
Type	90° V	90° V	90° V
A.M.A. Horsepower	46.5	51.2	51.2
Maximum Brake Horsepower	225 @ 4600 R.P.M.	245 @ 4600 R.P.M.	260 @ 4600 R.P.M. 275 @ 4800 R.P.M. (5588)
Suspension	Rubber Mounted	Rubber Mounted	Rubber Mounted
Numbering System (front to rear)			
Left Bank	1-3-5-7	1-3-5-7	1-3-5-7
Right Bank	2-4-6-8	2-4-6-8	2-4-6-8
Firing Order	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2
Torque	325 ft. lbs. @ 2400-2800 R.P.M.	355 ft. lbs. @ 2400-2800 R.P.M.	355 ft. lbs. @ 2400-2800 R.P.M. 355 ft. lbs. @ 2400-3200 R.P.M. (5588)
Bore	3 13/16"	4"	4"
Stroke	3½"	3½"	3½"
Piston Displacement	320 cu. in.	352 cu. in.	352 cu. in.
Cylinders	8	8	8
Compression Ratio	8.5 to 1	8.5 to 1	8.5 to 1
Cylinder Head Material	Cast Iron	Cast Iron	Cast Iron
Engine Revolutions per Mile	Wheel revolutions per mile (see wheels) times rear axle gear ratio (see rear axle) gives engine revolutions per mile. With overdrive, multiply engine revolutions per mile by .722.		

Connecting Rod

Weight	1 lb. 10.688 oz.	1 lb. 10.688 oz.	1 lb. 10.688 oz.
Material	Steel Forging	Steel Forging	Steel Forging
Bearing Type	Detachable Shell	Detachable Shell	Detachable Shell
Center to Center Length	6 25/32"	6 25/32"	6 25/32"
Length of Crankpin	2¼"	2¼"	2½"
Clearance Bearing to Crankpin	.0005" to .0025"	.0005" to .0025"	.0005" to .0025"
End Play on Crankshaft	.003" to .011"	.003" to .011"	.003" to .011"
Oil to Piston Pin	Splash	Splash	Splash
Bearing Material	Steel Backed Babbitt	Steel Backed Babbitt	Steel Backed Babbitt
Assembled in Engine	Oil Holes Toward Camshaft	Oil Holes Toward Camshaft	Oil Holes Toward Camshaft
Bearing Adjustment	Replace Bearing Shells	Replace Bearing Shells	Replace Bearing Shells

Crankshaft

Type	Counterbalanced	Counterbalanced	Counterbalanced
Material	Cast-Steel	Cast-Steel	Cast-Steel
Number of Counterweights	6	6	6
Number of Main Bearings	5	5	5
Main Bearing Journal Diameter	2.4990"	2.4990"	2.4990"
Connecting Rod Journal Diameter	2.250"	2.250"	2.250"
Main Bearing Length No. 1	.950"	.950"	.950"
No. 2	.950"	.950"	.950"
No. 3	.950"	.950"	.950"
No. 4	.950"	.950"	.950"
No. 5	1.736"	1.736"	1.736"
Total Effective Main Bearing Area	44.46 sq. in.	44.46 sq. in.	44.46 sq. in.
Thrust Taken On	No. 5—Rear Main	No. 5—Rear Main	No. 5—Rear Main
Vibration Damper	Rubber Friction Disc	Rubber Friction Disc	Rubber Friction Disc
Weight	55 lbs.	55 lbs.	55 lbs.
End Play	.0035" to .0085"	.0035" to .0085"	.0035" to .0085"
Main Bearing Material	Steel Backed Babbitt	No. 1-2-3-4 Copper Lead No. 5 Steel Backed Babbitt	No. 1-2-3-4 Copper Lead No. 5 Steel Backed Babbitt
Clearance—All Main Bearings	.0005" to .0025"	.0005" to .0025"	.0005" to .0025"
Crankshaft Sprocket—Material and Size	Steel—24 Teeth	Steel—24 Teeth	Steel—24 Teeth
Bearing Adjustment	Replace Bearing Shells	Replace Bearing Shells	Replace Bearing Shells

Camshaft and Chain

Gear Cover	Cast Iron	Cast Iron	Cast Iron
Camshaft Drive	Silent Chain	Silent Chain	Silent Chain
Make of Chain	Morse	Morse	Morse
Length, Width, & Pitch of Chain	64 Links 1", .375"	64 Links 1", .375"	64 Links 1", .375"
Number of Camshaft Bearings	5	5	5
Clearance of Camshaft Bearings	.0005" to .0045"	.0005" to .0045"	.0005" to .0045"
Camshaft End Play	.004" to .006"	.004" to .006"	.004" to .006"
Camshaft Sprocket—Material and Size	Hardened Cast Iron—48 Teeth	Hardened Cast Iron—48 Teeth	Hardened Cast Iron—48 Teeth

Oiling System

Type	Full Pressure	Full Pressure	Full Pressure
Oil Pump Type	Gear	Gear	Gear
Crankcase Capacity	5 qts.	5 qts.	5 qts.
Oil Filler Location	Front of Engine	Front of Engine	Front of Engine
Oil Measuring Stick	Right Crankcase	Right Crankcase	Right Crankcase

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CHASSIS SYMBOLS	5540	5560	5580

ENGINE (Cont'd.)

Oil Filter Location	Front—Between V	Front—Between V	Front—Between V
Oil Pump Intake	Floating Screen	Floating Screen	Floating Screen
Crankcase Ventilator	Yes	Yes	Yes
Oil Pressure—Normal Driving	45 lbs. @ 2800 R.P.M.	45 lbs. @ 2800 R.P.M.	45 lbs. @ 2800 R.P.M.
Oil Drain Plug	⅝"—18 Thread	⅝"—18 Thread	⅝"—18 Thread

Pistons

Type	Autothermic—Slipper Type	Autothermic—Slipper Type	Autothermic—Slipper Type
Material	Aluminum Alloy	Aluminum Alloy	Aluminum Alloy
Weight	22,293 oz.	24,763 oz.	24,763 oz.
Overall Height	4.197"	4.197"	4.197"
Height Centerline of Pin to Top	2.072"	2.072"	2.072"
Skirt Clearance (bottom)	.000"—.0015"	.000"—.0015"	.000"—.0015"
Assemble "F" on Strut Toward	Front of Engine	Front of Engine	Front of Engine
Piston Pin Size	3¼" x .9803"	3¼" x .9803"	3¼" x .9803"
Type Pin	Floating	Floating	Floating
Lubrication of Pin	Splash	Splash	Splash
Piston Pin Fit in Piston	Palm Push Fit @ 160°	Palm Push Fit @ 160°	Palm Push Fit @ 160°
Piston Pin Fit in Rod	Finger Push Fit	Finger Push Fit	Finger Push Fit
Piston Pin Oversizes	.003" & .006"	.003" & .006"	.003" & .006"
Number of Rings per Piston	3	3	3
Number of Oil Rings per Piston	1	1	1
Number of Compression Rings per Piston	2	2	2
Width of Compression Rings	.078"	.078"	.078"
Width of Oil Ring	.186"	.186"	.186"
Piston Ring Gap—Compression	.015"	.019"	.019"
Piston Ring Gap—Oil	.015"	.018"	.018"
Location of Rings	Above Pin	Above Pin	Above Pin
Piston Oil Drain Hole	(8)—5/32" Dia. Holes	(8)—5/32" Dia. Holes	(8)—5/32" Dia. Holes
Piston Oversizes	.010", .020", .030"	.010", .020", .030"	.010", .020", .030"

Valves

Valve Lift—Inlet	.374"	.374"	.374"
—Exhaust	.374"	.374"	.374"
Valve Arrangement	Overhead	Overhead	Overhead
Valve Head Diameter—Inlet	1.937"	1.937"	1.937"
—Exhaust	1.687"	1.687"	1.687"
Valve Stem Diameter—Inlet	.3725"	.3725"	.3725"
—Exhaust	.3715"	.3715"	.3715"
Valve Stem Oversizes	.003", .010", .020", .030"	.003", .010", .020", .030"	.003", .010", .020", .030"
Valve Overall Length—Inlet	5.712"	5.712"	5.712"
—Exhaust	5.690"	5.690"	5.690"
Valve Material—Inlet	Silichrome Steel	Silichrome Steel	Silichrome Steel
—Exhaust	Austenitic Steel	Austenitic Steel	Austenitic Steel
Valve Spring Keeper—Type	Split Cone	Split Cone	Split Cone
Valve Stem Clearance—Inlet	.001"—.002"	.001"—.002"	.001"—.002"
—Exhaust	.002"—.003"	.002"—.003"	.002"—.003"
Valve Tappet Clearance	Automatic Take-Up	Automatic Take-Up	Automatic Take-Up
Inlet Valve Opens	14° BTDC	14° BTDC	14° BTDC
Inlet Valve Closes	56° ALDC	56° ALDC	56° ALDC
Exhaust Valve Opens	52° BLDC	52° BLDC	52° BLDC
Exhaust Valve Closes	18° ATDC	18° ATDC	18° ATDC
Tappet Clearance for Timing	Not Used	Not Used	Not Used
Valve Seat Angle—Inlet	30°	30°	30°
—Exhaust	45°	45°	45°
Valve Spring	Single	Single	Single
Valve Spring Load—Valve Closed	78 to 86 lbs. @ 1¾"	78 to 86 lbs. @ 1¾"	78 to 86 lbs. @ 1¾"
—Valve Opened	158 to 172 lbs. @ 1⅝"	158 to 172 lbs. @ 1⅝"	158 to 172 lbs. @ 1⅝"

Exhaust System

Exhaust Pipe Diameter	2¼"	2¼" (Dual—Optional)	2" (Dual)
Muffler Size	31⅛" x 8" x 5"	28⅜" x 8" x 5" (Dual—Optional)	28" x 8" x 5" (Dual)
Muffler Silencer	None	12" x 5⅛" (Dual—Optional)	14" x 8¼" x 4½" (Dual)
Tail Pipe Diameter	2"	2" (Dual—Optional)	1¾" (Dual)

FRAME

Description	Channel Steel Side Members Full Length of Frame Joined Together by Cross Member, Plus X Member	Channel Steel Side Members Full Length of Frame Joined Together by Cross Member, Plus X Member	Channel Steel Side Members Full Length of Frame Joined Together by Cross Member, Plus X Member
Depth (Maximum)	5"	5"	5 1/16"
Thickness (Maximum)	7/64"	7/64"	9/64"
Flange Width (Maximum)	2¾"	2¾"	2 9/32"

CHASSIS SYMBOLS	5540	5560	5580
FRONT SUSPENSION			
Make	Packard	Packard	Packard
Type	Independent Parallelogram	Independent Parallelogram	Independent Parallelogram
Steering Knuckle	Reverse Elliot	Reverse Elliot	Reverse Elliot
Steering Knuckle Pin Bearings	.866" x 1.187" x 1.189" —O.D. Bushing	.866" x 1.187" x 1.189" —O.D. Bushing	.866" x 1.187" x 1.189" —O.D. Bushing
—Lower	Needle Bearing Used with P.S.	Needle Bearing Used with P.S.	Needle Bearing Used with P.S.
—Upper	Needle Bearing	Needle Bearing	Needle Bearing
Thrust Bearings	Steel Ball Bearing	Steel Ball Bearing	Steel Ball Bearing
Caster	Neg. 1° Plus-Minus ½°	Neg. 1° Plus-Minus ½°	Neg. 1° Plus-Minus ½°
Front Wheel Toe-In	0 Plus 1/16" Minus 0	0 Plus 1/16" Minus 0	0 Plus 1/16" Minus 0
Knuckle Pin Angle	5° 50'	5° 50'	5° 50'
Camber	0° Plus ¾° Minus ¼°	0° Plus ¾° Minus ¼°	0° Plus ¾° Minus ¼°
Wheel Bearing—Inner & Outer	Tapered Roller	Tapered Roller	Tapered Roller
Wheel Bearing Adjustment	Tighten Nut to 20 ft. lbs. and Back Off 1 Hex & Lock	Tighten Nut to 20 ft. lbs. and Back Off 1 Hex & Lock	Tighten Nut to 20 ft. lbs. and Back Off 1 Hex & Lock
Tread	59.7"	59.7"	60"
FUEL SYSTEM			
Carburetor			
Make and Type	Carter WCFB-2232-S	Rochester 4GC	Rochester 4GC 2—Rochester 4GC (5588)
Bore Size	1 5/16" Four Barrel	1 5/16" Four Barrel	1 5/16" Four Barrel
Main Venturi	Pri.—1 1/16", Sec. 15/16"	Pri.—1 1/16", Sec. 1"	Pri.—1 1/16", Sec. 1"
Float Setting	Pri.—½", Sec.—5/32"	1⅝"	1¾"
Float Drop	Pri.—⅝", Sec.—21/32"	2¼"	2¾"
Measured From	Float to Cover	Float Bottom to Cover Gasket	Float Bottom to Cover Gasket
Metering Rod No.	75-1163		
Economy Step	.074"		
Power Step	.0625"		
Center Step Tapers To	.069"		
Main Metering Jet	Pri.—.098" (No. 40 Drill) Sec.—.052" (No. 55 Drill)	Pri.—.050" Sec.—.058"	Pri.—.050" Sec.—.058"
Low Speed Jet	.031" (No. 68 Drill)		
Idle Tube		Pri.—.027", Sec.—.027"	Pri.—.027", Sec.—.027"
By-Pass Jet	.0625" (No. 52 Drill)		
Economizer Jet	.051" (1.3 MM Drill)		
Idle Bleed	.055" (No. 54 Drill)		
Idle Needle Hole		.040"	.040"
Anti-Percolator Jet	.026" (No. 71 Drill)		
Pump Discharge Jet	.025" (No. 72 Drill)	.026"	.026"
Idle Adjustment Turns Out	1 to 1½	1 to 1½	1 to 1½
Idle Adjustment—Engine R.P.M. Std. & O.D. Trans.	400 to 450 R.P.M.	400 to 450 R.P.M.	
Ultra. (Shift Lever in High)	400 R.P.M.	400 R.P.M.	400 R.P.M.
Choke Adjustment	1 Notch Rich	On Index	On Index
Air Cleaner and Silencer	Oil Bath	Oil Bath	Oil Bath
Fuel Inlet Filter	Ceramic	Ceramic	Ceramic
Fuel Pump			
Make and Type	Carter M-2198S	Carter M-2198S	Carter M-2198S
Pump Drive	Eccentric—Frt. End of Camshaft	Eccentric—Frt. End of Camshaft	Eccentric—Frt. End of Camshaft
Pressure—PSI	3½ to 5½	3½ to 5½	3½ to 5½
Capacity—60 Seconds	2 Pints	2 Pints	2 Pints
Inlet Side	Inward	Inward	Inward
Outlet	Outward	Outward	Outward
Vacuum Pump	AC—Vane Type	AC—Vane Type	AC—Vane Type
Vacuum @ 1800 Eng. R.P.M.	20 in. Hg.	20 in. Hg.	20 in. Hg.
Vacuum Connection	Right Side Crankcase	Right Side Crankcase	Right Side Crankcase
Fuel Tank Capacity—Gallons	20	20	20
Fuel Filter	At Carburetor Inlet	At Carburetor Inlet	At Carburetor Inlet
Fuel Gauge	Electric	Electric	Electric
REAR AXLE			
Make and Type	Packard Semi-Floating	Packard Semi-Floating	Packard Semi-Floating
Final Drive	Hypoid Gears	Hypoid Gears	Hypoid Gears
Propulsion	Through Rear Springs	Torque Arms	Torque Arms
Axle Housing	Swedged Tube Banjo Type	Swedged Tube Banjo Type	Swedged Tube Banjo Type
Oil Capacity	4¼ Pints	4¼ Pints	4¼ Pints
Wheel Bearings	Tapered Rollers	Tapered Rollers	Tapered Rollers
Tread	60"	60"	60.9"
Gear Ratio—Std. Transmission	3.9 to 1	3.9 to 1	
Overdrive	3.9 to 1	3.9 to 1	
Ultramatic	3.23 to 1 (5542-47) 3.07 to 1 (5522)	3.23 to 1	3.07 to 1 3.23 to 1 3.54 to 1

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CHASSIS SYMBOLS	5540	5560	5580
REAR AXLE (Cont'd.)			
Pinion Backlash	.004" to .008"	.004" to .008"	.004" to .008"
Number of Teeth—Gear & Pinion—Std.	39-10	39-10	
—Ultramatic	42-13	42-13	39-11
Oil Drain Plugs	⅝"—18 Thread	⅝"—18 Thread	⅝"—18 Thread
UNIVERSAL JOINT			
Make	Std. & O.D.—Spicer Ultra.—Universal Prod.	Std. & O.D. Spicer Ultra.—Universal Prod.	Ultra.—Universal Prod.
Type			
Std. & O.D. Trans.	Cross and Yokes	Cross and Yokes	
Ultra. Drive	Front—Balls & Trunnion Rear—Cross & Yokes	Front—Balls & Trunnion Rear—Cross & Yokes	Front—Balls & Trunnion Rear—Cross & Yokes
Number Required	2	2	2
SPRINGS			
Front—Coil	2040 Load x 90 Rate		
Front—Size	4¾" Inside Diameter		
Rear—Leaf	950 Load x 95 Rate		
Rear Length & Width	54⅝" x 2½"		
Shackles	Rubber Mounted		
Shock Absorbers—Hydraulic	Direct Acting 1" Dia.		
Stabilizer—Front	Torsional		
Spring Material	Silico-Manganese Steel		
STEERING GEAR			
Make	Packard—Gemmer	Packard—Gemmer	Packard—Gemmer
Type	Worm & Three Tooth Roller	Worm & Three Tooth Roller	Worm & Three Tooth Roller
Steering Wheel	18"—2 Spokes	18"—2 Spokes	18"—2 Spokes
Conventional Steering			
Ratio—Gear	22.3 to 1	22.3 to 1	22.3 to 1
Ratio—Overall	30.9 to 1	30.9 to 1	30.9 to 1
Minimum Turning Radius	21½ ft.	21½ ft.	22½ ft.
Power Steering			
Ratio—Gear	18.2 to 1	18.2 to 1	18.6 to 1
Ratio—Overall	22.0 to 1	22.0 to 1	22.5 to 1
Minimum Turning Radius	20½ ft.	20½ ft.	21½ ft.
TORSION-LEVEL SUSPENSION			
Make		Packard	Packard
Type		Full Length Torsion Bar	Full Length Torsion Bar
Spring (Front)		Main Torsion Bar	Main Torsion Bar
Material		Silico-Manganese Steel	Silico-Manganese Steel
Torsion Bar (Long)		Main Suspension	Main Suspension
—Size		106" x 1"	111" x 1"
Torsion Bar (Short)		Load Compensator	Load Compensator
—Size		46.125" x .8125"	51" x .8125"
Spring (Rear)		Main Torsion Bar	Main Torsion Bar
Shock Absorber		Direct Acting 1" Dia.	Direct Acting 1" Dia.
Stabilizer—Front		Torsional	Torsional
Stabilizer—Rear		2—Link Type Torsional	2—Link Type Torsional
Load Compensator Control		Electric—Automatic	Electric—Automatic
TRANSMISSION			
Type			
Standard	Selective—Silent Synchronized	Selective—Silent Synchronized	
Overdrive	Sp. Equipment	Sp. Equipment	
Twin Ultramatic	Sp. Equipment	Sp. Equipment	Std. Equipment
Transmission Ratios	STD. O.D. ULTRA.	STD. O.D. ULTRA.	ULTRAMATIC
Overdrive	.722 to 1	.722 to 1	
Direct	1 to 1 1 to 1	1 to 1 1 to 1	1 to 1
Second	1.58 to 1	1.58 to 1	
Low	2.49 to 1 1.82 to 1	2.49 to 1 1.82 to 1	1.82 to 1
Reverse	3.15 to 1 1.63 to 1	3.15 to 1 1.63 to 1	1.63 to 1
Oil Capacity—Std. Trans.	3¼ Pints	3¼ Pints	
Oil Capacity—Overdrive Unit	1¼ Pints	1¼ Pints	
Oil Capacity—Automatic	11 qts.	11 qts.	11 qts.
Gear Tooth	Helical	Helical	
Oil Level Plugs—Std. & O.D.	½" Pipe	½" Pipe	
Oil Level Indicator—Automatic	Filler Cap Dip Stick Right Side—Under Hood	Filler Cap Dip Stick Right Side—Under Hood	Filler Cap Dip Stick Right Side—Under Hood

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CHASSIS SYMBOLS	5540	5560	5580
WHEELS			
Type	Demountable Disc (15" x 5½" 'K' Rim)	Demountable Disc (15" x 5½" 'K' Rim)	Demountable Disc (15" x 6" 'L' Rim)
Size	760 x 15	760 x 15	800 x 15
Wheel Rev. Per Mile	731	731	717
Recommended Tire Pressure			
—Cold—Front	24 lbs.	24 lbs.	24 lbs.
—Rear	24 lbs.	24 lbs.	24 lbs.
For loads in excess of four passengers			
—Cold—Front	26 lbs.	26 lbs.	26 lbs.
—Rear	26 lbs.	26 lbs.	26 lbs.
CAR DIMENSIONS			
Wheel Base	122"	122"	127"
Overall Length—Bumper to Bumper	214 13/16"	214 13/16"	218½"
Overall Height—Loaded	62" (Sedan)	62" (Sedan)	62.3" (Patrician Sedan)
Overall Width	78"	78"	78"

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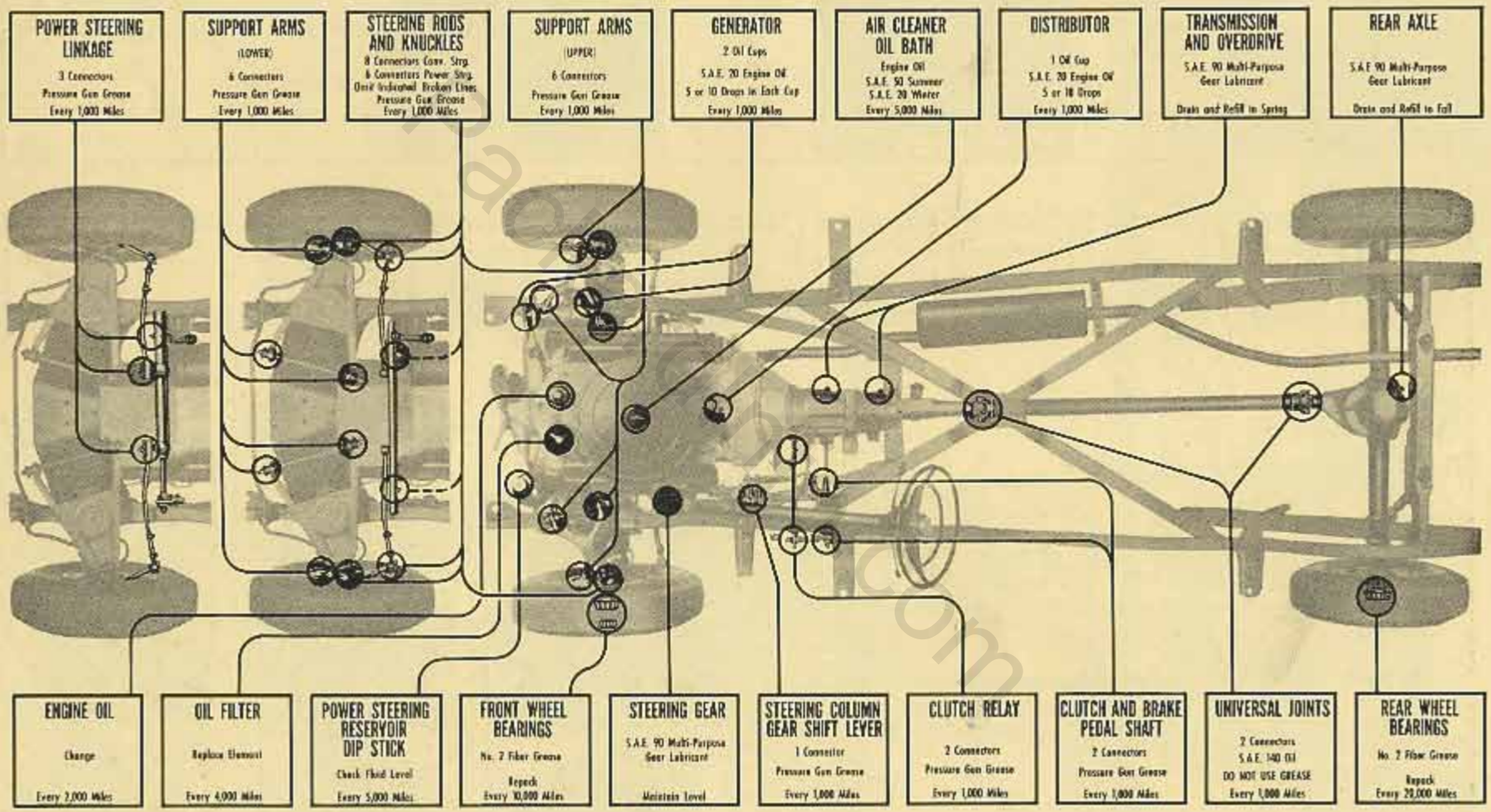
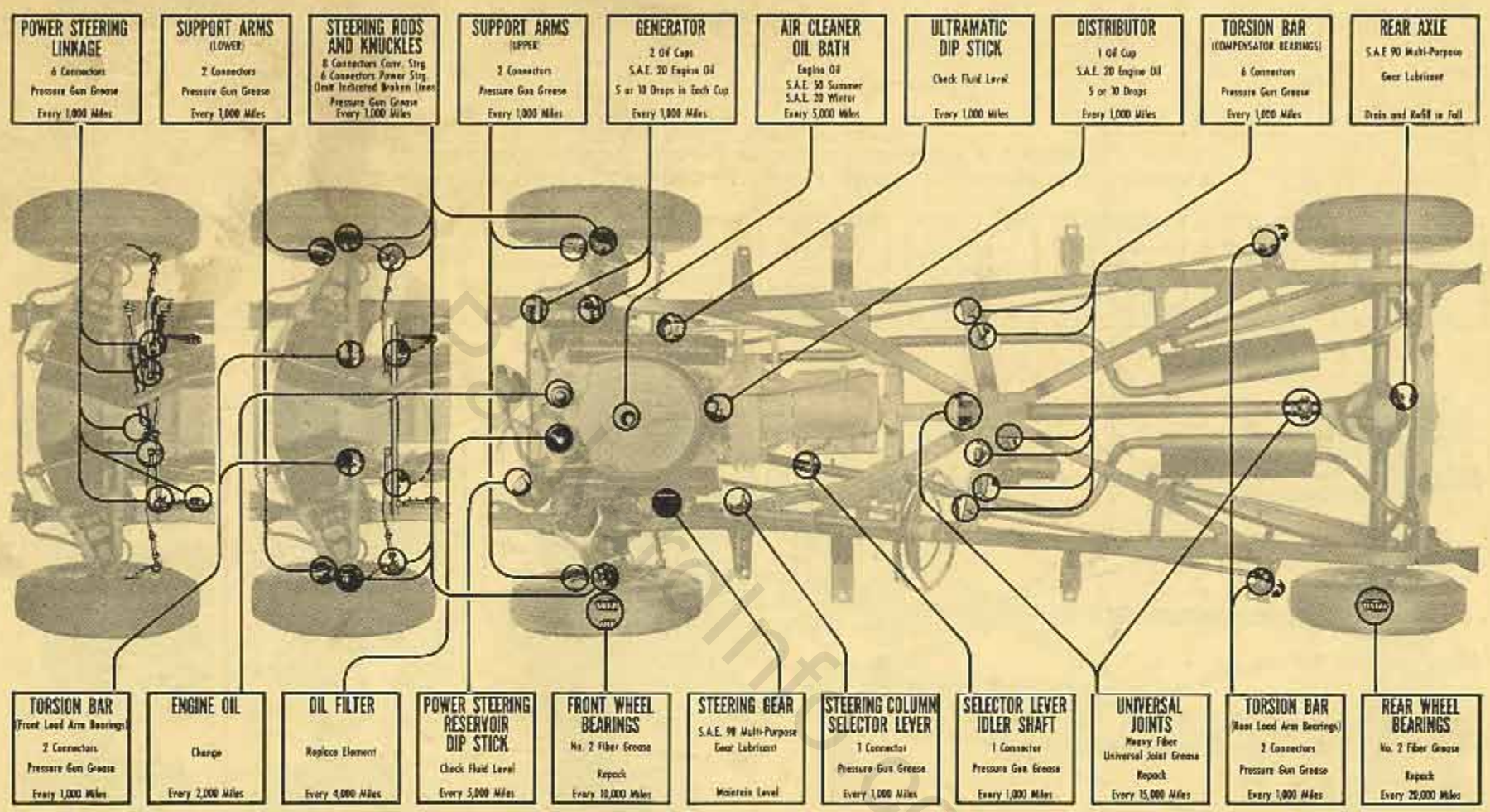
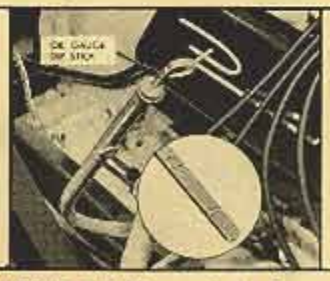


CLIPPER DELUXE—5522, CLIPPER SUPER—5542-47, Equipped with STD. TRANSMISSION or OVERDRIVE
CLIPPER CUSTOM—5562-67, Equipped with STD. TRANSMISSION or OVERDRIVE
With or Without POWER STEERING

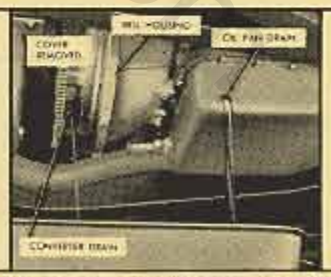


SERVICING THE TWIN ULTRAMATIC TRANSMISSION

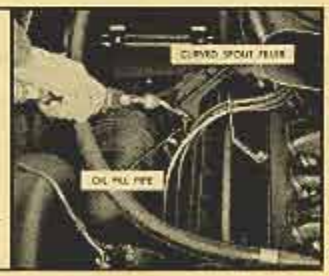
CHECK THE FLUID LEVEL EVERY 1,000 MILES



CHANGE FLUID, REMOVE SCREEN AND CLEAN EVERY 25,000 MILES



REFILL WITH PACKARD ULTRAMATIC DRIVE FLUID



CLIPPER DELUXE—5522, CLIPPER SUPER—5542.47, Equipped with TWIN ULTRAMATIC (TORSION-LEVEL SUSPENSION not used)
CLIPPER CUSTOM—5562-67, PACKARD—5582-87-88, Equipped with TWIN ULTRAMATIC and TORSION-LEVEL SUSPENSION
With or Without POWER STEERING

MR. R. HERSHEY.

SUPPLEMENT TO

Mechanical Specifications and Adjustments

55th SERIES WIRING DIAGRAMS

(Please insert behind Volume 29—Number 1)

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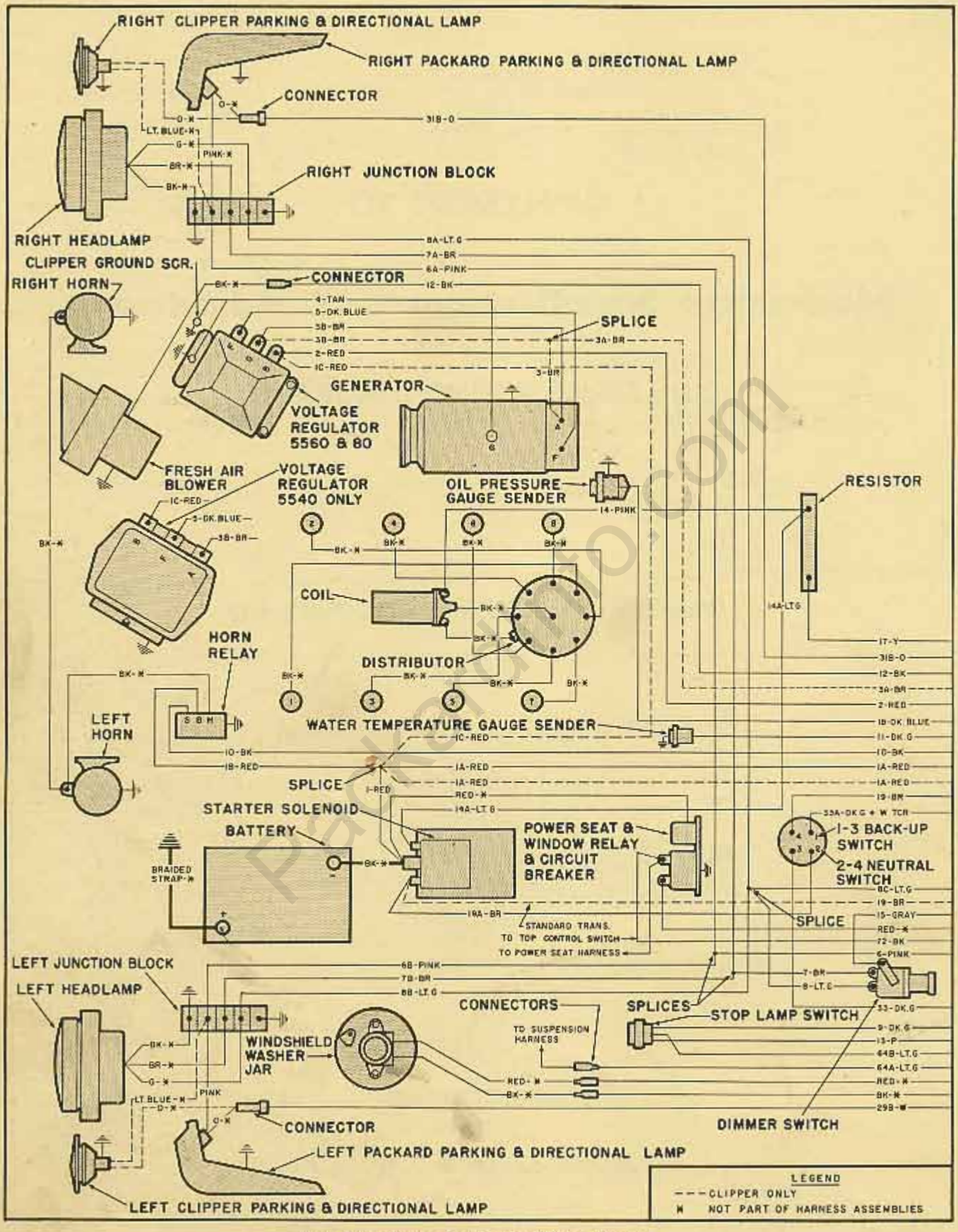
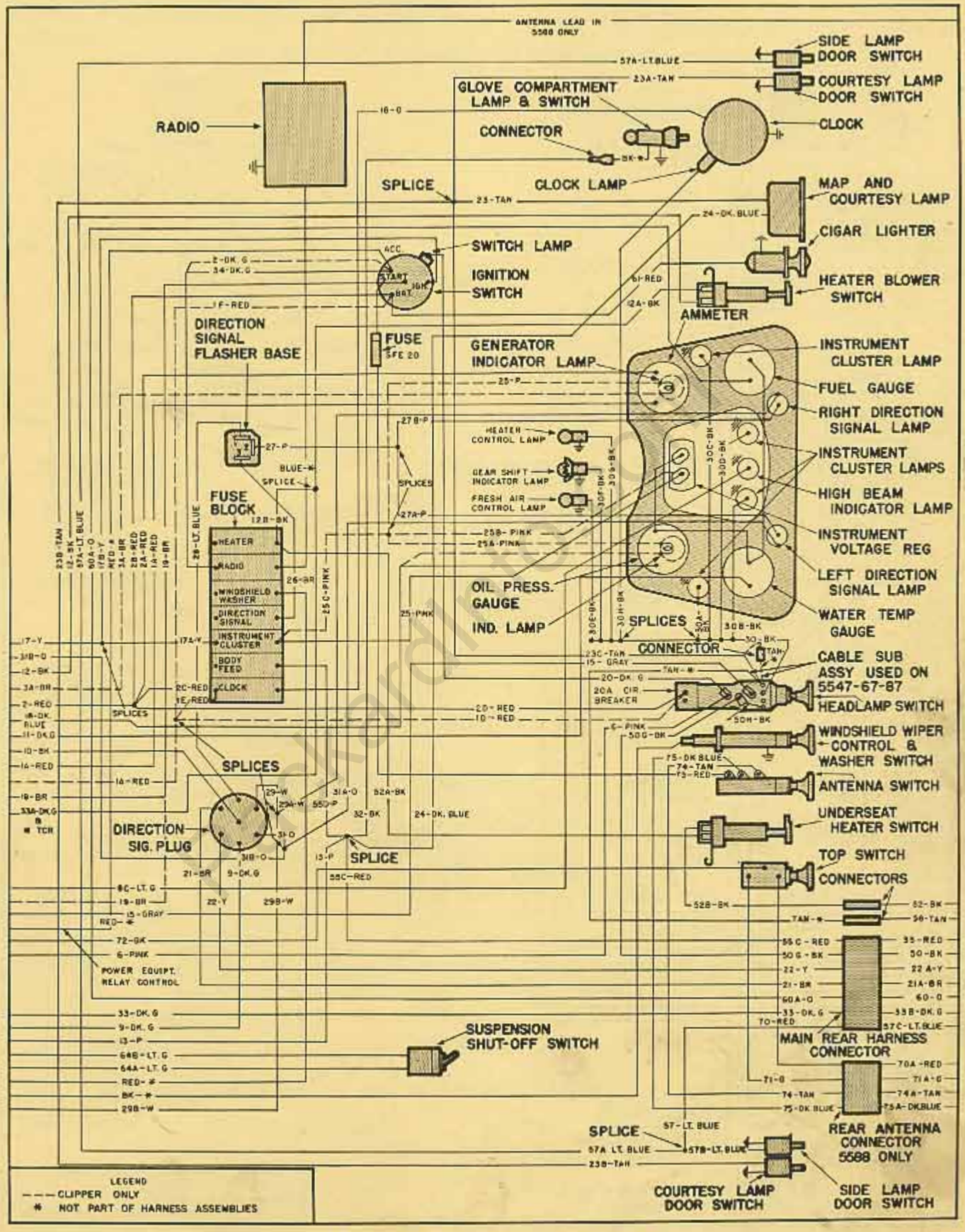
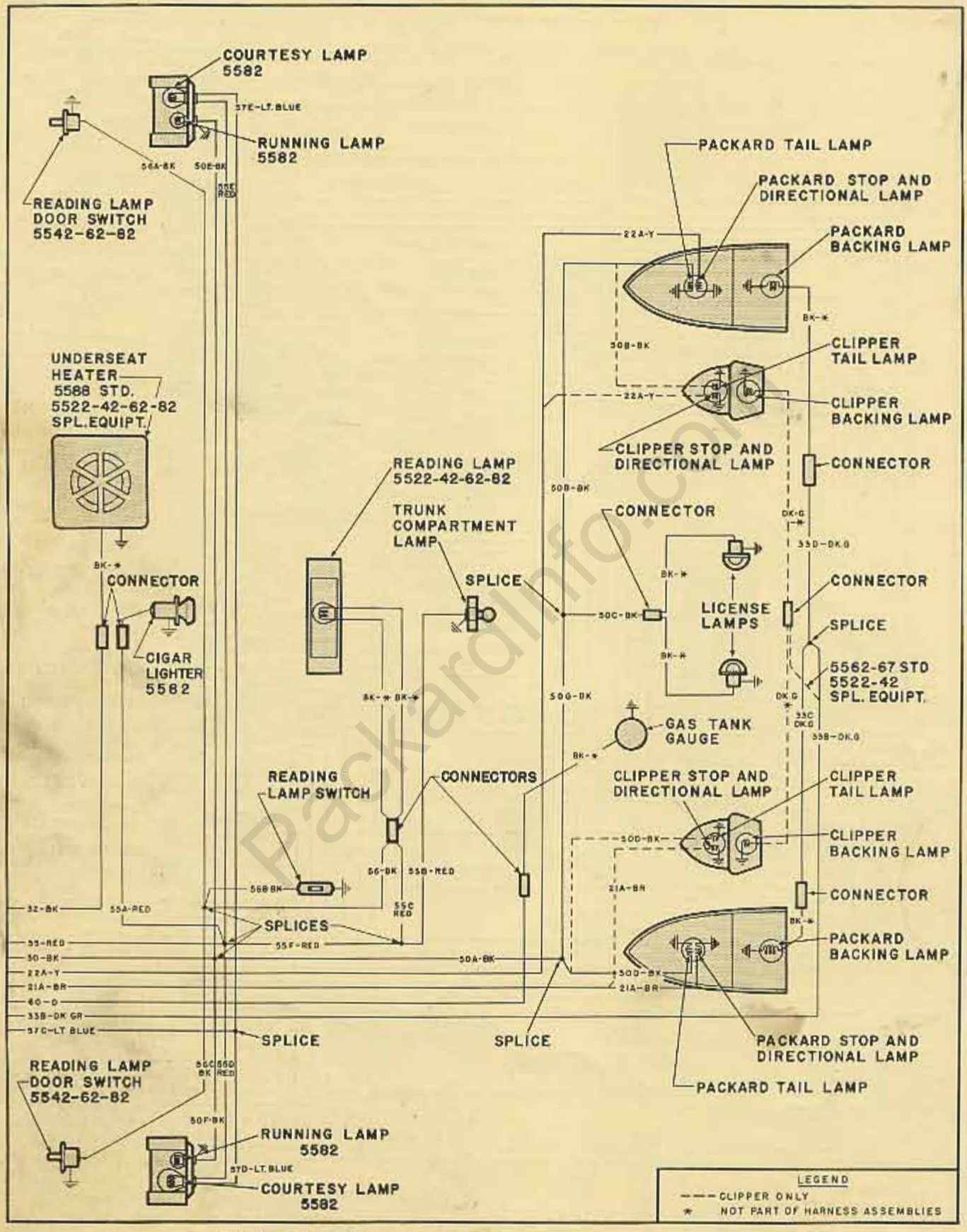


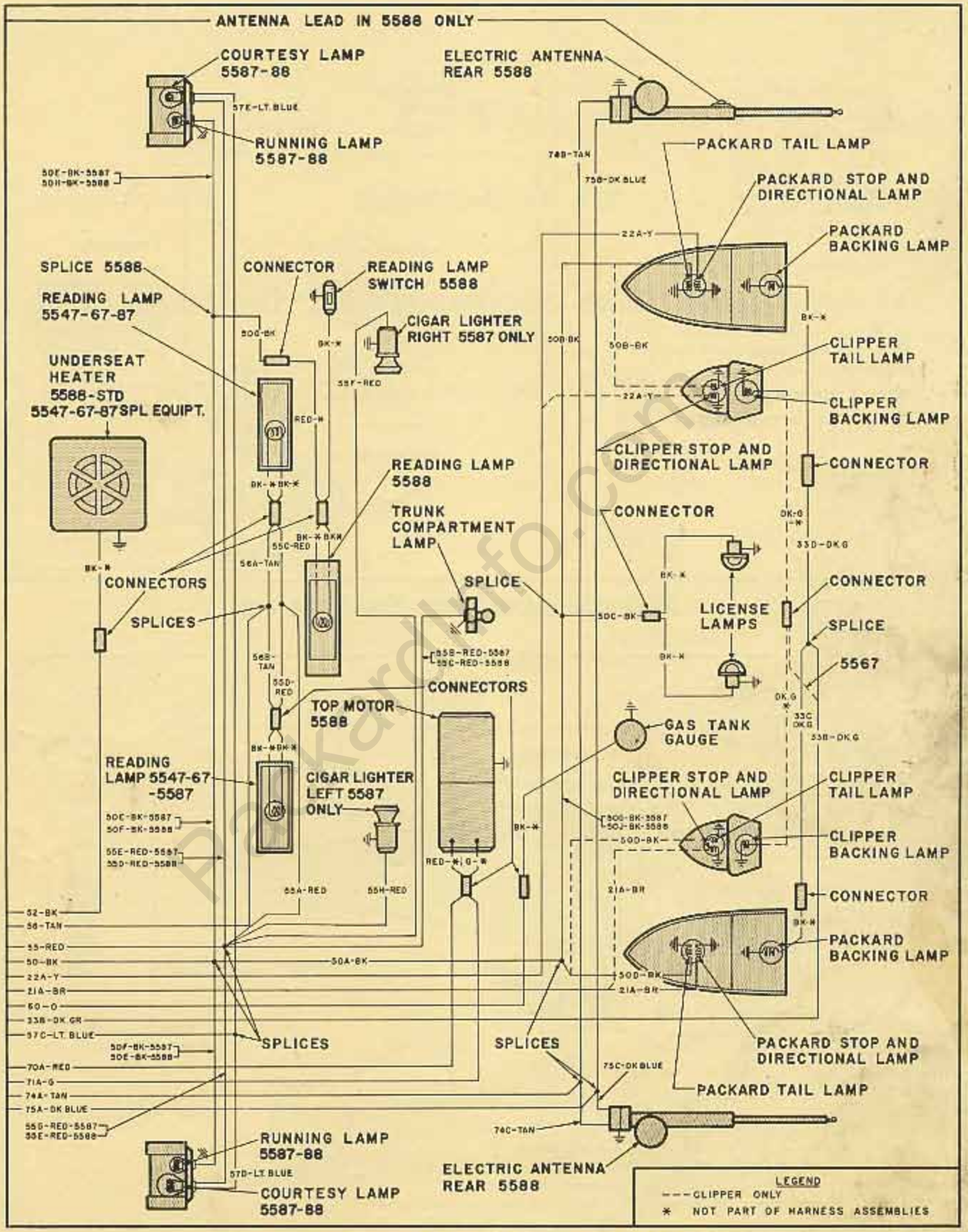
55th Series Engine Compartment Wiring Diagram



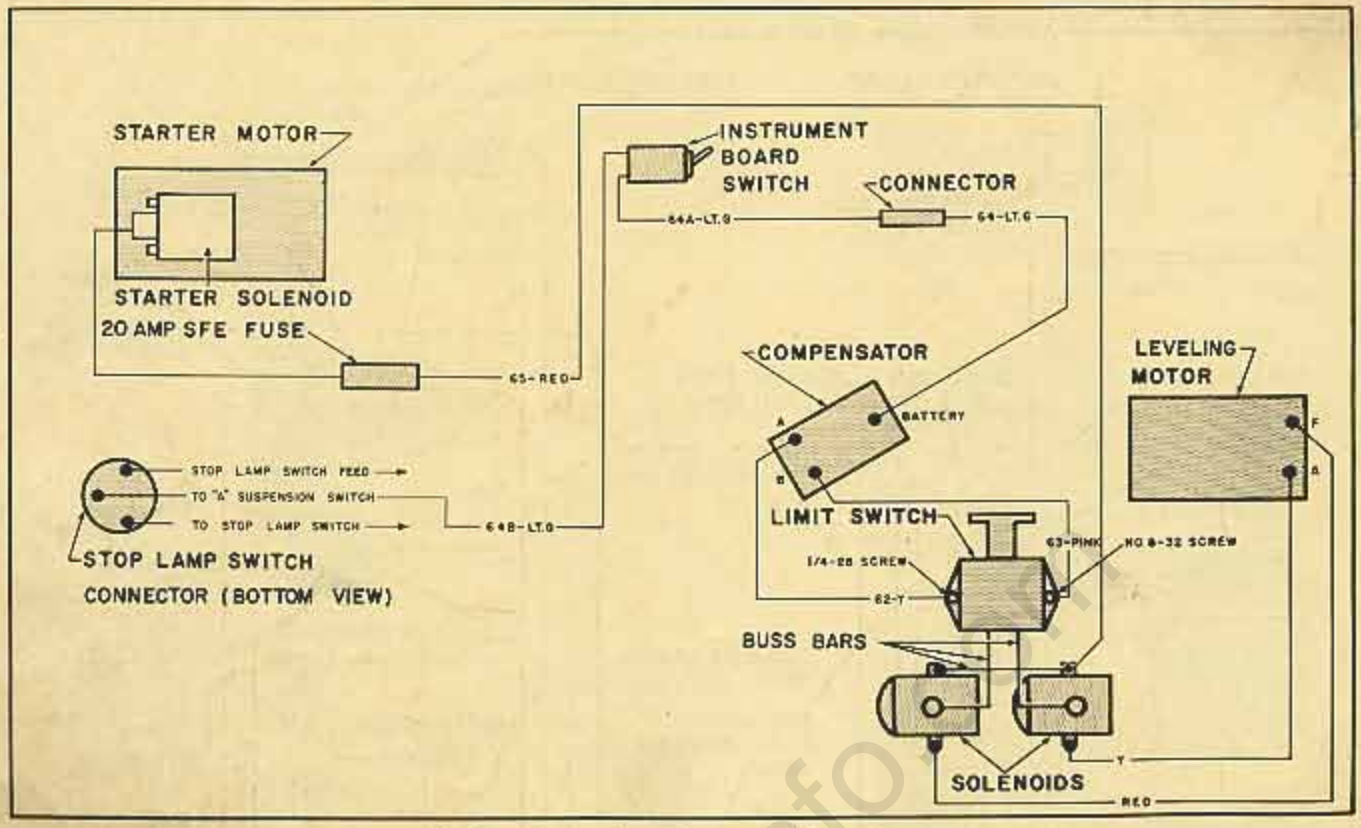
55th Series Driver's Compartment Wiring Diagram



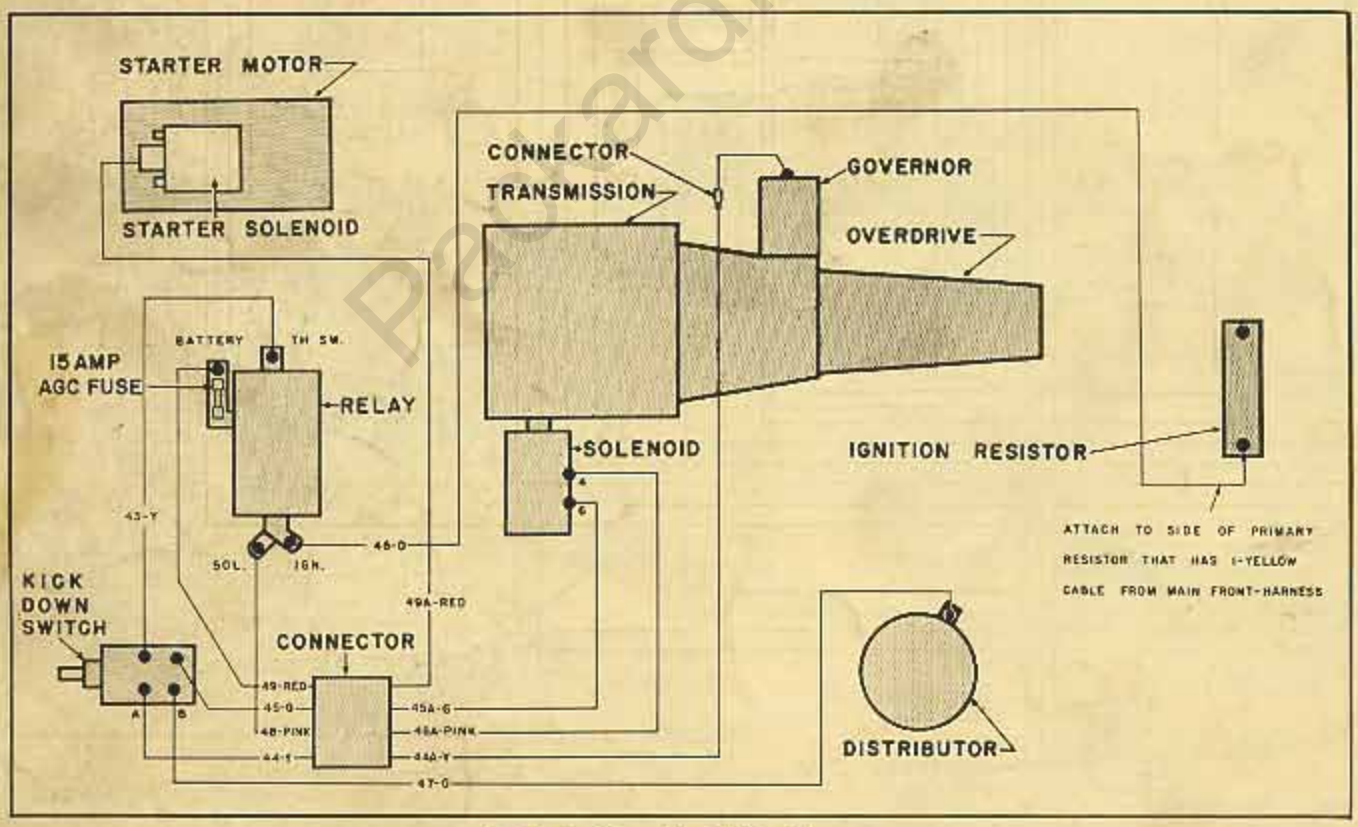
55th Series Rear Chassis and Body Wiring Diagram (5522-42-62 and 82)



55th Series Rear Chassis and Body Wiring Diagram (5547-67-87 and 88)



55th Series Torsion Lever Suspension Wiring Diagram



55th Series Over-Drive Wiring Diagram