



PACKARD-CLIPPER DIVISION
OF
STUDEBAKER-PACKARD CORPORATION



counselor

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Front Door Roof Rail Weatherstrips

56th Series Hard-Tops

Water leaks and wind noise at the forward end of the roof rail just above the front door vent window have been difficult to correct on 56th Series Hard-Top models.

We are releasing for service, a right and left weatherstrip which when properly installed at this point will greatly reduce this condition and in most cases eliminate it entirely.

INSTALLATION INSTRUCTIONS



Fig. 1

Figure 1 illustrates the weatherstrip used on the right side, note the lip on the thin end of the rubber indicated by the arrow.

1. Remove both door window hinge type weatherstrips "flippers".

2. Using a screw driver, pry up the spring at the forward end of the flipper and insert the thin end of the rubber under the spring with lip of rubber between the two halves of the flipper, see figure 2, the lip should line up with the flipper hinge pin.

3. Hold the flipper in place on the roof rail with a couple of screws and close the door. Adjust the new weatherstrip forward or back so that the weatherstrip on top of the vent window just rubs the forward



Fig. 2

edge of the square rubber knob when opening and closing the door.

4. After weatherstrip is positioned in end of flipper properly, remove it from the roof rail and cement the rubber to the flipper where possible. Then install the flipper on the roof rail.

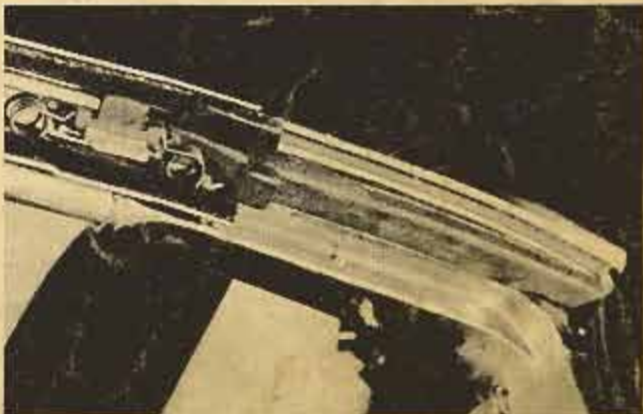


Fig. 3

5. Cut off front end and back side of rubber at the forward end so it fits properly at the windshield post weatherstrip. Figure 3.

6. Coat upper and inner side of rubber with weatherstrip cement, also coat corresponding section of roof rail.

When cement becomes tacky, press the weatherstrip in place.

7. Apply powdered graphite on both the new weatherstrip and the one on top of the vent window. This will prevent the rubbers from sticking and will allow the vent window weatherstrip to slide under the new weatherstrip to a certain extent.

The new weatherstrips can be ordered as follows:
Part No. 6501356 Roof Rail Weatherstrip Seal
(Right) Models 5647-67-77-87-97
Part No. 6501357 Roof Rail Weatherstrip Seal
(Left) Models 5647-67-77-87-97

In Reverence

ARTHUR SULLIVAN

"Art" started with Packard in 1948 and was the Boston Zone Service Manager until he passed away suddenly May 26, 1956. Art was 51 years old.

ROY EVELAND

Roy came with Packard in 1926 and was one of the oldest Service Representatives with the company. Roy was 64 years old and passed away June 15, 1956 just two weeks after retiring.

ERNIE SIMPSON

Ernie joined Studebaker in 1946 as a Service Representative and covered the Ottawa district in Ontario, Canada. He was 53 years old and passed away June 21, 1956.

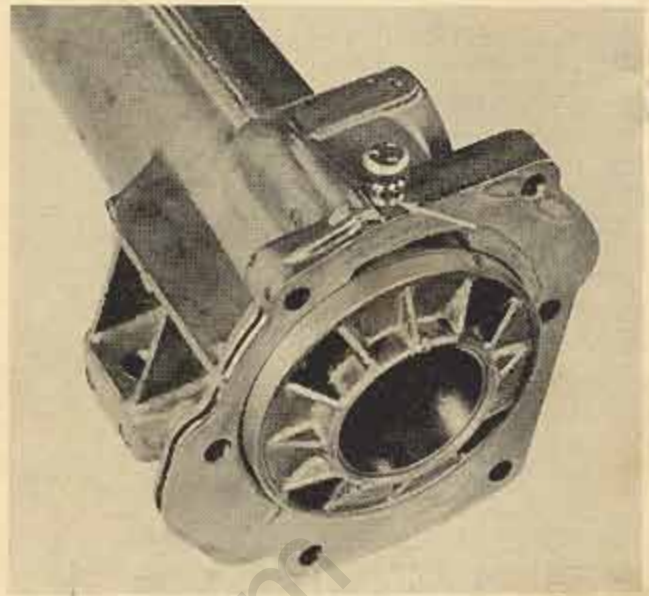
These gentlemen all had wonderful automotive backgrounds; their many years of experience will be greatly missed by Studebaker-Packard in the help they were able to give to Studebaker and Packard owners. They will be long remembered by servicemen throughout the country for their untiring efforts in behalf of the Service Department.

Ultramatic Transmission Breather

56th Series

A few reports have been received of fluid leaking out of the breather on 56th Series Ultramatic Transmissions. This generally occurs with owners that accelerate to extreme high speeds in low range converter.

The most likely cause for this condition is fluid level above the recommended mark, however, in



some cases, it may be necessary to relocate the breather.

Relocating the breather can be accomplished in the following manner:

1. Remove the transmission tail shaft housing and remove the tail shaft from the housing.

2. Drill a $21/64$ " hole through the upper part of the housing flange at the location shown in the illustration, tap out the $21/64$ " hole with a $1/8$ " pipe tap.

Be sure to clean out all chips so as not to damage the rear bearing or front bushing.

3. Remove the breather from the left side of the transmission and plug the opening with a $1/8$ " pipe plug.

4. Remove the upper portion of the breather from the elbow and install that portion with the cap in the tail shaft housing as shown in the illustration.

5. Reinstall the tail shaft and housing. Level the transmission fluid to the mark on the dip stick.

Distorted Tail Lamp Lens

A few plastic tail lamp lens have been returned for credit because of distortion, claims stating that the distortion was due to heat from the sun.

Our laboratory has tested this type lens under 205 degrees heat for many hours showing no distortion or defect of any kind due to heat.

However, subjecting the lens to the rays of an infra-red heat lamp, such as used to dry paint, the lens became badly distorted within four minutes.

In view of the above, we believe that distorted tail lamp lens is due to incorrect use of infra-red heat lamps and suggest you warn your service personnel against applying excessive heat to tail lamp lens or any plastic material parts.

Quite often the manner in which a transmission is operating, along with hydraulic pressure tests, will indicate a stuck valve. However, after disassembling the controls and checking the valves in their bores, all valves might be found to move freely. This easily can happen if the cap screws are tightened unevenly or are over-tightened.

Under-tightening the cap screws also could affect transmission operation in that excessive leakage might exist between the valve bodies and the separator plate.

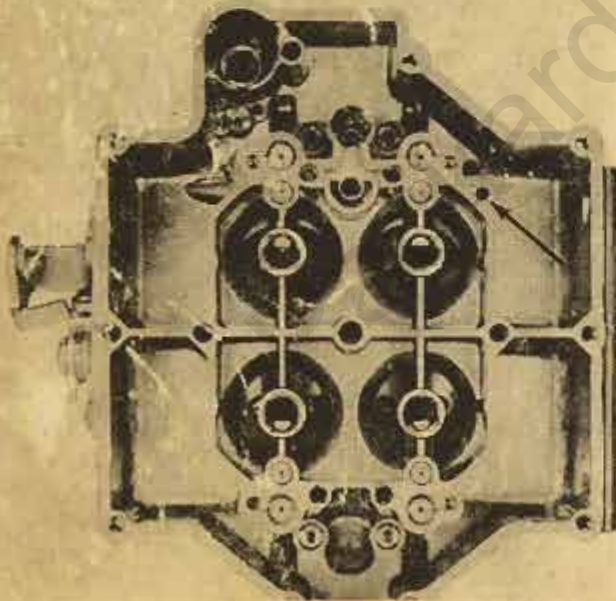
The 5/16" cap screws should be torque-tightened to 9 ft. lbs. and 1/4" cap screws to 5 ft. lbs. Properly tightening the cap screws will save many repeat jobs.

Engine Stall on Left Turn

Model 5660

A condition which may be encountered occasionally on Model 5660 vehicles equipped with 4-barrel Carter carburetor is that of the engine cutting out or stalling on sharp left turns.

This condition can be caused by leakage of fuel from the carburetor bowl into the choke vacuum passage to cause flooding. The vacuum passage is indicated by the arrow in the accompanying illustration.



Loose bowl cover screws and nicked or dented bowl cover gasket surfaces surrounding the bores and passages can contribute to this condition.

In some instances, securely tightening the cover screws has corrected the leakage. The bowl cover inner attaching screws should first be tightened securely before final tightening of the outer screws. If the condition persists after tightening the cover screws, a tapered bushing (Carter No. 145-142) may be installed. Lightly tap the bushing until it is snug in the passage indicated in the illustration. The upper portion of the bushing will enter the mating vacuum passage in the cover when it is installed.

Tapered bushings (Carter No. 145-142) are available through Carter Carburetor Service Distributors.

Broken Door Glass

56th Series

Door glass breakage in 56th Series cars can be caused by broken welds at the lower end of the glass runway retainer. If the retainer is loose at its lower end, the glass will not be held in proper alignment with the window down, resulting in a broken glass when closing the door exceptionally hard.

When door glass breakage is encountered, check the runways for proper alignment. Inspect the welds at the lower end of runway retainer and if found broken, drill and install a Parker Kalon screw at this point to hold the retainer tight and properly aligned to the bracket in the door.

Radiator Grille Emblem Base

55th Series Clippers

Part No. 466488 Radiator Grille Emblem Base will be cancelled for service replacement for 55th Series Clippers (5522-42-62-47-67) when the present supply is exhausted.

The 56th Series Clipper Emblem Base (Part No. 6478134) will be shipped instead, however, it will be necessary to cut 1/4" off the base studs when installation of this part is made on the 55th Series Clipper Models.

Fresh Air Heater Core

55th-56th Series

A service heater core assembly is now available for the Fresh Air Heater (PA 469495) used on 55th and 56th Series cars.

The core assembly can be ordered under Part No. 6484619.

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