YOUR PACKARD DEALER CAN SERVE YOUR CAR NEEDS BEST!

PACKARD

Welcome

to your 1954 PACKARD

Your beautiful new 1954 Packard may be the first car of this fine old name you have ever owned. Or you may be one of the increasing number of former owners who are buying Packards and almost unanimously saying, "It's great to be back with Packard!" In either case we wish to thank you sincerely and welcome you heartily.

The new Packards we believe are the finest cars ever produced. Packard's 55 years of engineering experience not only has given us a clearer understanding of what people want in a fine car but a better knowledge of service and attention that make for satisfied ownership through the years.

We hope you'll read this booklet which has been written to assist you in the care and operation of your car. And back of your new Packard, we want you to know, is a well-organized dealer service program that is designed to help you enjoy your ownership of this fine car to the fullest.

PACKARD MOTOR CAR COMPANY
DETROIT 32, MICHIGAN

Master Motor Makers for over 50 Years

Table of Contents

SECTION 1

MANUFACTURER'S WARRANTY

Packard Motor Car Company makes this warranty to you, as the original retail purchaser of a new Packard car. The warranty will be effective for a period of ninety (90) days from the purchase date or 4,000 miles of operation, whichever event shall occur first.

Should your new Packard car, during such period, require replacement of any original part (except tires) adjudged by the selling Packard Dealer and acknowledged by us to be defective in material or workmanship, we will pay such Dealer for your account, for the Packard part used and for the labor of replacing the part. Arrangements for the necessary work will be made by you with such Dealer, to whom you will look in respect to the quality of the work performed.

If your car or any functional part thereof becomes inoperative, the provisions of the preceding paragraphs will apply to the arrangements you make with any Packard Dealer for the replacement of the functional part.

This warranty shall not apply if your new Packard car shall have been repaired or altered in any way so as in our judgment to affect its stability or reliability, or has been subjected to misuse, neglect or accident.

Other than the foregoing, no warranty, express or implied, is made by, nor shall any obligation or liability accrue against, Packard Motor Car Company.

The Manufacturer reserves the right to change the design or specifications of any Packard product or part thereof. If Manufacturer shall make such changes of design or specification there will be no obligation to make such changes upon any Packard product or parts previously shipped, or to install or furnish any other or different parts than were thereon when shipment was made.

TIRE WARRANTY

All tires supplied as original equipment carry the following tire manufacturer's warranty:

"Every tire of our manufacture, bearing our name and serial number, is guaranteed by us to be free from defects in workmanship and material, without limit as to time or mileage, and to give satisfactory service under normal operating conditions."

"If our examination shows that any tire has failed under the terms of this guarantee, we will either repair the tire or make an allowance on the purchase of a new tire."

PACKARD OWNER'S SERVICE POLICY AS SUPPLIED BY YOUR DEALER

We issue this "Packard Owner's Service Policy" to furnish you with credentials needed to obtain the benefits of the Manufacturer's Warranty" and to describe the additional services provided by us as an independent business organization.

Delivery Preparation—We have given your new Packard car careful inspection and adjustment before delivery in accordance with Packard Motor Car Company's recommendations.

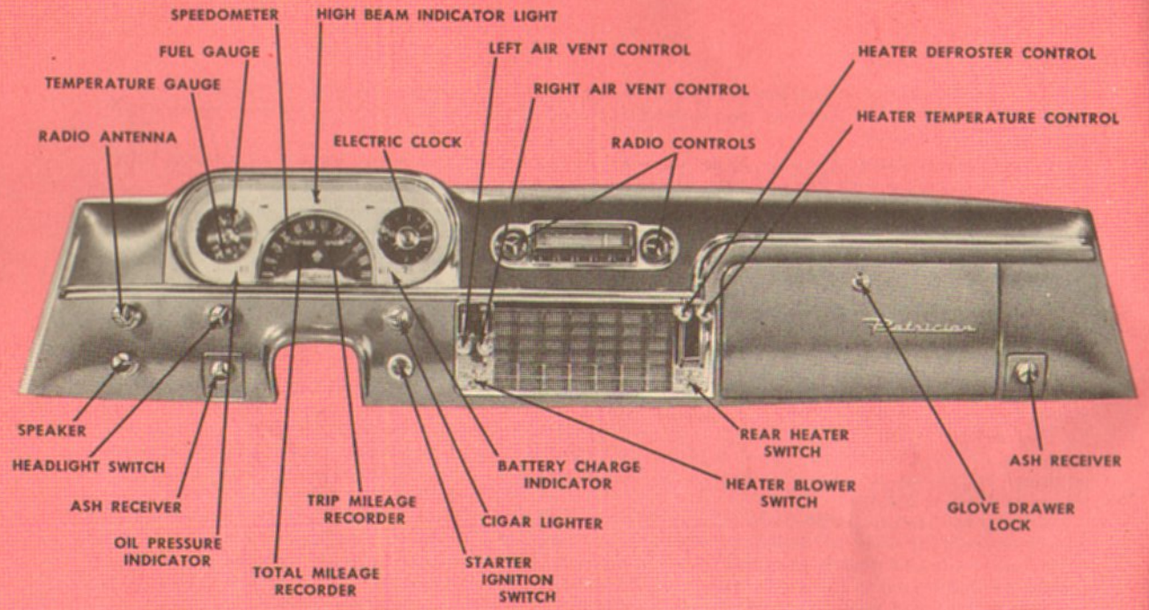
Owner Identification Card—We have also issued to you an "Owner's Identification Card," which is supplemental to the Owner's Service Policy, and provides convenient evidence of the date of original purchase, the vehicle identification, and our name as the selling Packard dealer. It is primarily intended for your use when touring.

Service During the Warranty Period—If your new Packard car does not function to your entire satisfaction during the first 90 days or 4,000 miles of operation, whichever occurs first, and the difficulty can be remedied by adjustment, we will, during such period, furnish this service to you without charge, provided the difficulty is not due to misuse, neglect, or damage due to accident or otherwise.

If in our judgment the replacement of an original part (except tires) is required because of a defect in material or workmanship, we will, during such period, make the replacement, and present your account for this service to the Manufacturer for payment under the terms of the "Manufacturer's Warranty," printed in ("Your Guide to the Finest in Motoring"), provided your new Packard car has not been repaired or altered in any way so as in our judgment to affect its stability or reliability, and has not been subjected to misuse, neglect or accident.

Due to present or prospective material shortages caused by the national emergency, or for other valid reasons, we reserve the right hereunder, in making replacements, to use parts, accessories, or equipment made of such materials and of such specifications as in our or the Manufacturer's absolute discretion shall appear proper, without regard to the composition or specifications of the items replaced, or to refrain from making any such replacement should such course appear advisable to us or to the Manufacturer.

1000 and 3000 Mile Inspection and Adjustment—We will perform the services as listed on the attached coupons without charge. In the event you are 50 miles or more away from our Service Department when these services become due, and if this Service Policy is validated in the manner as indicated on the face thereof, you may obtain the services without charge from any Packard Dealer, who will be reimbursed by us.



Getting acquainted with your new PACKARD

SECTION 2

OIL PRESSURE INDICATOR

The oil pressure indicator marked "OIL," is a signal light and it will light when the ignition key is turned "ON" before the engine is started. This indicator sometimes will light up or will flicker when the engine is idling even though the idle oil pressure is adequate; however, the light should go out when the engine is speeded up. If the signal light remains illuminated after the engine speed is increased the engine should be shut off and the cause of the trouble determined and corrected.

Oil Pressure Indicator

BATTERY CHARGE INDICATOR

The battery charge indicator marked "GEN" also is a signal light which determines for you whether the battery is being charged or discharged.

This indicator will light up when the ignition key is turned to the "ON" position. When the engine is running at idle or slow speed, the light will remain on due to more electrical energy being consumed than is being delivered to the battery; therefore, the battery is discharging. Headlights, radio, and heater will affect the rate of battery discharge. With these in operation, and while driving at slow speeds with reduced generator output, this will cause the signal light to indicate a discharging condition. However, under normal driving conditions, the light will remain out indicating that the proper amount of electrical energy is being delivered to the battery to take care of the electrical load.

Battery Charge Indicator

Engine Temperature Gauge

ENGINE TEMPERATURE GAUGE

This instrument shows the temperature of the cooling liquid in the engine. At normal operating temperature the pointer should center approximately between the "C" (cold) and "H" (hot) position, except on long hard drives in summer weather, when it may register nearer to the "Hot" side. This condition need not cause alarm as the pressure type system will normally prevent boiling or fluid losses at temperatures up to 248° F. However, a sudden rise to the "H" mark should be investigated at once.

NOTE

The "Temperature" gauge and the "Battery" and "Oil" indicators will inform you when something is not working properly; it is advisable to visit an Authorized Packard Service Station if:

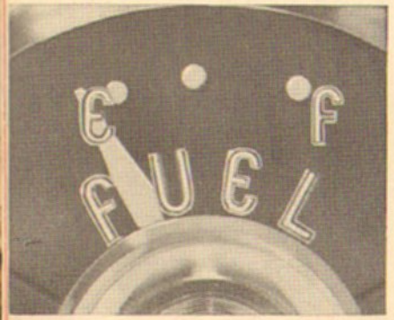
(a) the "TEMP" gauge pointer should go over to "H" and stay there.

(b) the "GEN" indicator remains lighted all the time you're driving.

(c) the "OIL" indicator remains lighted when the engine is operated above idle speed. Stop engine immediately and determine the cause.

(d) the "GEN" and "OIL" indicators do not light at anytime which may be caused by a burned out bulb.

Fuel Gauge



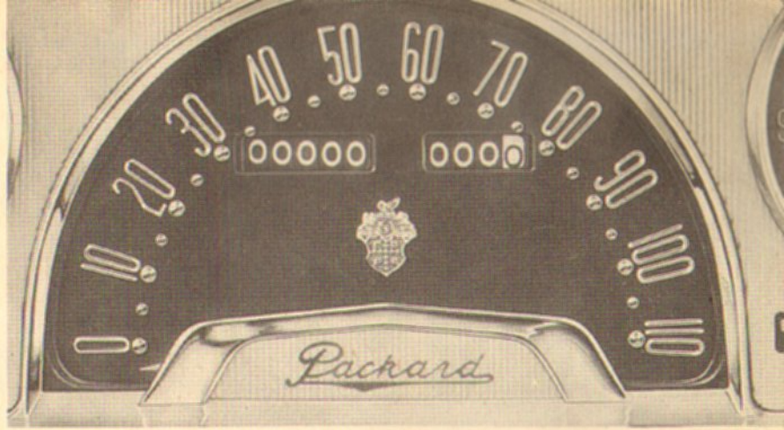
FUEL GAUGE

The fuel gauge indicates the amount of fuel in the tank. It operates when the ignition key is turned to the left, which is the accessory position, or right, the ignition "ON" position.

SPEEDOMETER

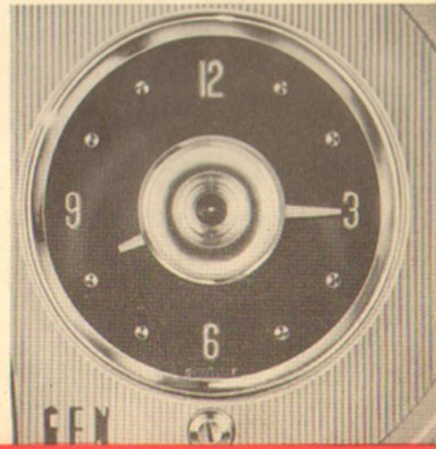
The speedometer, directly in front of the driver, has an easy-to-read calibrated dial lettered from "0" to "110" mph.

Trip and total car mileage indicators are in the center of the instrument face. The trip mileage recorder (or odometer) can be reset by pushing upward on the reset knob (located under the instrument panel at the ignition switch) and held there and turned to the right.



Speedometer

Electric Clock



CLOCK

Your new Packard is equipped with an electrically wound clock that is styled to match the other instruments. The clock may be set by pulling out the reset knob and turning it in either direction. A "fast" and "slow" adjustment can be obtained by turning the notched sleeve behind the reset knob to the left or right as required, or note the amount of loss or gain per day and have it adjusted the next time you visit your Packard dealer.

LIGHT SWITCH

The light switch is a combination switch which controls the lighting of the parking lights, headlights, instrument cluster lights and map lights.

The parking lights are turned "ON" by pulling the switch knob out to the first notch.

The headlights will light by pulling the knob out all the way.

Light Switch

The instrument cluster lights and the map lights are controlled by turning the light switch knob. When the knob is turned all the way to the left, the instrument lights and the map lights will be out.

The map lights are installed for your convenience, and provide front compartment illumination for many purposes. To light the map lights, turn the light switch knob to the right far enough to reach the first "notch." This can be done without pulling the knob out to light the parking lights or the headlights. However, when the knob is turned past the first "notch" with the parking lights or headlights on, the map lights will go out and the instruments will be brightly lighted as the second "notch" is reached. By continually turning the knob farther to the right the instrument lights will become dimmer.

In conjunction with the headlight switch, a headlamp beam foot switch is located at the left end of the toe-board. This switch enables you to lower the headlamp beams when driving in the city or meeting approaching traffic in the country.

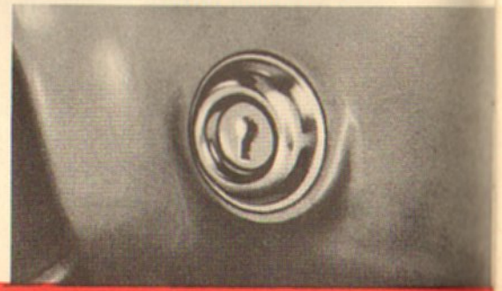
When the lights are on the high beam, a red jewel will light up directly above the speedometer dial between the figures "50" and "60." For safety's sake, don't use the high beam in the city or when approaching another vehicle in the country.

STARTER-IGNITION SWITCH

For your convenience, the ignition key (which also is the door key) controls the electrical circuit to the starter, ignition, instruments, and electrically operated accessories.

The starter-ignition switch has four positions: Ignition on, starting, accessory, and off. In the vertical position the switch is "off." To start the engine turn the key to its extreme right-hand (clockwise) position; this turns on the ignition and operates the starting motor. When the engine starts, release the key and it will automatically return to the "Ignition On" or driving position. In this

Starter-Ignition Switch



position the accessories can be turned on. Turning the key to the left (counter-clockwise) "accessory" position allows the use of radio, heater, etc. with the ignition off.

The ignition switch keyhole can be lighted by pulling the light switch knob to the first notch, which also lights the parking lights.

DIRECTIONAL SIGNAL

The directional signal indicates the direction in which you intend to turn. It does this by causing the affected front directional signal filament in the parking light and in the tail light to flash on and off. The signal lever is positioned on the steering column for left-hand finger-tip operation.

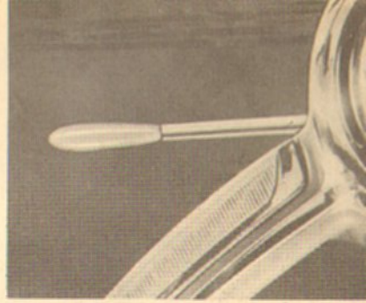
To signal a turn, move the lever in the direction in which you are going to turn the steering wheel to make the turn. In other words, move the lever upward to signal a right turn and downward to signal a left turn. The lever automatically returns to the center position and stops the signal when the turn is completed or the steering wheel is returned to the straightforward position.

While the directional signal is in operation a green arrow indicator light in the instrument cluster face plate will flash on and off on either the right or left side of the speedometer, indicating the direction of the turn that is intended by the driver.

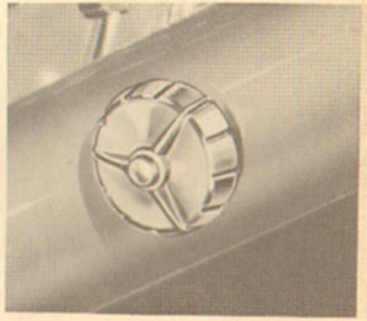
WINDSHIELD WIPERS

Your windshield wipers switch knob (located on the left side of the steering column) controls the operation of the wiper blades. Turning the knob toward you (clockwise) starts the blades in motion, by continually turning the knob in the same direction the blades move faster.

A windshield washer is available as an accessory to assure clear vision which



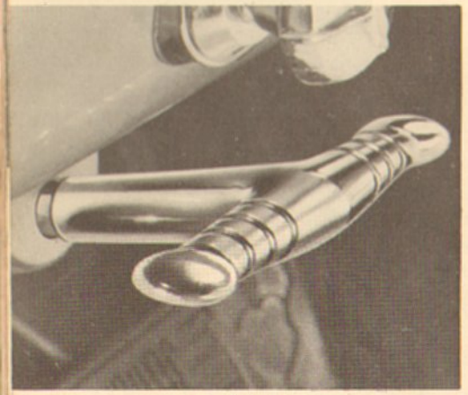
Directional Signal.



Windshield Wipers

is vital for relaxed, safe driving. The washer supplies two jets of water that spray on the windshield so that a few strokes of the wipers provide a thorough cleaning when the windshield becomes spotted with road splash, traffic film, etc.

To operate the washer, press the button in the center of the windshield wiper control knob, hold a few seconds and release. This operation will automatically spray water on the windshield glass without affecting the action of the blades. A special anti-freeze solution, available at your Packard Dealer, should be used in the winter to prevent breakage of the reservoir glass.



Hand Brake

PARKING BRAKE

Packard's "Safti-set" parking brake, or hand brake, is applied merely by pulling straight back on the handle located to the left of the steering column. There are no intermediate positions for the parking brake handle—the brake is either all the way "on" or all the way "off." This eliminates the possibility of driving with partially applied brakes. Release the brakes by turning the handle to the left, allowing it to return to the release position.

★ Positive Brake Action

Easamatic Power Brake

POWER BRAKE

Packard Easamatic Power Brakes are available as optional special equipment on all Packard models.

Packard cars when equipped with Easamatic Power Brakes provide an outstanding safety feature by having positive brake action available for the driver the instant the brake foot pedal is depressed.

The Easamatic unit is a combined vacuum and hydraulic unit for power braking, utilizing engine intake manifold vacuum and atmospheric pressure for its operation. It is a self-contained unit having no external rods or levers exposed to dirt and moisture.

Packard Easamatic Power Brakes have a triple safety factor for providing brake action at all times—vacuum from the engine manifold, an emergency vacuum reserve tank that provides vacuum should the engine stall, and conventional brake pedal action.

The brake foot pedal used with the Easamatic brake unit is conveniently located by being suspended from a bracket attached to the dash panel. This location permits quicker brake action by the driver, as the brake pedal is three inches nearer to the floor in the released position than a car equipped with conventional brakes. This reduced pedal travel brings the height of the pedal down to the approximate height of the accelerator pedal, permitting the driver to shift his toe from one pedal to the other without lifting his heel from the floor. Lighter pedal pressures are required to apply the brakes.

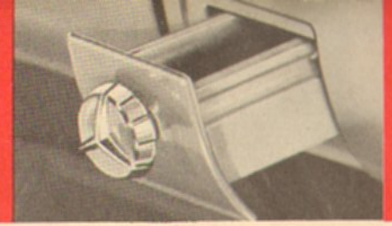
CAUTION

It should be remembered that only gentle pressure of the toe is required to obtain brake action, and care should be exercised when applying the brakes to avoid stopping the car too abruptly.

Another important factor to remember is that the Easamatic power brake is assisted by engine vacuum which will only operate when the engine is running.

Therefore, increased pressure is required on the brake pedal to operate the brake if the engine is not running.

Cigar Lighter

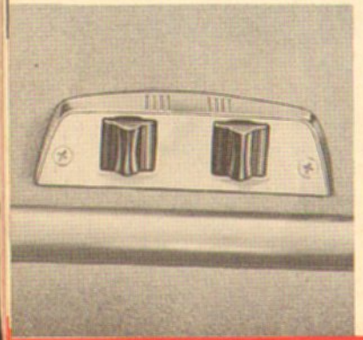


Ash Receiver

Glove Drawer

★ Conveniences at Your Finger-Tips

Front Seat Adjustment



CIGAR LIGHTER—The cigar lighter is operated by pushing inward on the lighter knob. The lighter will return to its normal position when the element is hot enough to light your cigar or cigarette. Rear compartment lighters operate in the same manner.

ASH RECEIVERS—Both front and rear ash receivers are placed for maximum convenience to driver and passengers. They blend with the interior beauty of the car and are readily removable for easy cleaning.

GLOVE DRAWER—Packard's spill-proof glove drawer provides spacious storage for maps and other items. It is opened by means of a finger grip at the bottom of the drawer and may be locked with the octagon handled (cornered) key which also operates the trunk lock.

FRONT SEAT ADJUSTMENT

The front seat of your Packard can be adjusted by raising the lever located on the left side of the seat and moving the seat forward or backward to obtain the most comfortable driving position. It will lock in place when the handle is released.

However, if your car is equipped with Packard's electric four-way power seat control (special equipment on all models) you will have the extra convenience of being able to position the front seat by simply touching the electric control buttons. You may drive in comfort, as the seat may be moved either forward or back by merely touching a button. Touching another button the seat will automatically raise or lower you to your most desired driving position.

The front button actuates the forward and backward movements, and the rear button is for the up and down adjustment.

Enjoy all the comfort that is built into your Packard seat by occasionally changing its position during long drives.

★ The Convertible Top

"Top" Operating Knob

The Caribbean or Convertible top may be raised or lowered hydraulically. The hydraulic pump is driven by means of an electric motor controlled by the "top" operating knob. This knob is mounted under the edge of the instrument panel at the left of the steering column.

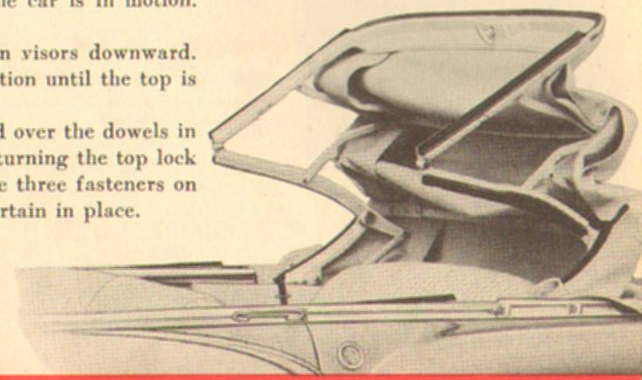
To lower the top, stop the car and unzip the rear window and curtain assembly and place it carefully into the topwell. Release the top lock by turning the handle above the center of the windshield in a counterclockwise direction and push the top upward until it is free from the windshield dowels. Pull the control button out and hold in this position until the top is fully lowered into the compartment behind the rear seat.

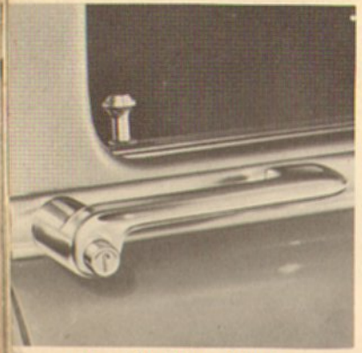
CAUTION

Do not attempt to raise or lower the top while the car is in motion. Never lower the top when it is wet.

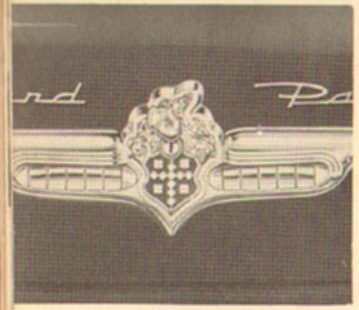
To raise the top, stop the car and turn both sun visors downward. Press the top control knob in and hold in this position until the top is completely raised.

Pull the front of the top down until firmly seated over the dowels in the top of the windshield frame. Lock in place by turning the top lock handle in a clockwise direction until tight. Snap the three fasteners on each side of the top at the rear and zip the rear curtain in place.





Door Handle and Lock



Trunk Lock

★ Your Packard Locks

DOOR LOCKS

All doors may be locked from the inside by depressing the locking button in the window finish moulding. A front door locked from the inside can be opened by turning the inside door handle. On rear doors, the lock button first must be raised.

Either of the front doors may be locked from the outside with the ignition key. The front doors cannot be locked accidentally. If a lock button is placed in the locked position while the door is open, it will snap to its unlocked position when the door is closed.

Rear doors may be locked from the outside by depressing the lock button and then closing the door.

All four door sedans can also be locked from the outside without a key by closing the front doors first and then depressing the button through the rear door opening. Then lock the rear door last by depressing the lock button and closing the door.

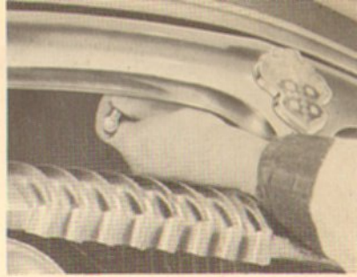
TRUNK LOCK

The luggage compartment is unlocked simply by turning the octagonal handled (cornered) key to the right at which time the lid will automatically raise a short distance. An ornamental lifting handle is provided to fully raise the lid and counterbalance springs will hold it open. The lid will lock automatically when it is pushed to the closed position.

BONNET LOCK

The bonnet release lever is located at the front of the car, at the upper right side of the grille center. The bonnet lock can be released by reaching under the radiator grille upper bar and pulling the lever forward. This permits the bonnet to raise high enough so the safety catch, which is located under the front edge of the bonnet directly above the center grille bar, can be released.

The safety catch is released by pulling it upward and raising the front end of the bonnet at the same time. Spring loaded hinges assist in raising the bonnet and hold it in its fully open position. The bonnet will lock automatically when lowered and gently pushed downward.



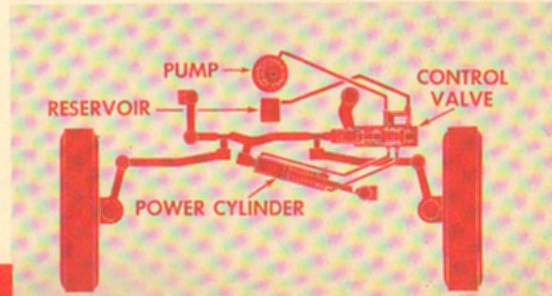
Bonnet Lock Opening

POWER STEERING

The new Packard Power Steering (standard on the Caribbean, optional special equipment on other Packard models), which is operated hydraulically, greatly reduces the physical effort of the driver—thereby resulting in more restful driving and greater ease of parking. With Packard Power Steering approximately 80% of the required steering effort is supplied by the hydraulic mechanism.

One of the greatest causes of driving fatigue is road shock, which usually occurs when driving on rough roads. This, of course, is transmitted through the steering linkage, and steering gear, to the steering wheel. The Packard Power Steering unit counteracts road shock automatically.

The Packard Power Steering system consists of a hydraulic pump to supply hydraulic pressure; a reservoir in which fluid is held in reserve for operating the power system; a control valve and linkage in which the valve directs the flow of hydraulic pressure to the power cylinder, which operates the steering linkage in accordance with the driver's intention to turn; and the necessary hoses for transmitting the hydraulic pressure. The system also incorporates a safety factor which permits normal mechanical steering control in the event the power system becomes inoperative.



The Packard Power Steering normally requires no attention except the usual lubrication of steering linkage, the checking of the fluid, and the periodic adjustment of the power steering pump belt.

★ Enjoy Packard Comfort

AIR CONDITIONING

Packard air conditioning, available on Packard line cars as factory-installed special equipment, is a mechanical refrigeration system which provides cool, filtered, dehumidified air for passenger comfort.

Fresh air ducts, located on the rear fenders, have shut-off valves which are operated from inside the car by controls on the rear shelf panel. With these valves opened and the compressor belts installed, air conditioning is always available when the engine is running. It can be turned on and regulated to the exact degree of cooling by merely operating the switch on the control panel.

The control panel is conveniently located above the steering column, directly in front of the driver. It has three knobs; the one in the center operates the air conditioning unit, and the two outer knobs control the speed of the right and left blower fans, which are located inside of the evaporator case.

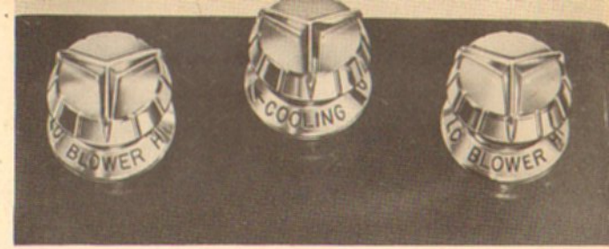
When the center knob, which is the master switch, is turned to the right the air conditioning unit is in operation. The farther the knob is turned to the right the cooler the air in the car will become. In other words, this knob regulates the temperature in the car.

The outer knobs control the speed of the right and left blower fans. There are three positions in which these knobs can be set: low, medium and high. The right knob controls the right blower fan and the left knob controls the left blower fan.

If air conditioning is not desired, simply turn the center knob to the extreme left, which is the "off" position.

CAUTION

Always turn off the air conditioning switch before attempting to start the engine. It relieves the starter of an additional load on the battery and provides easier starting of the engine.



Air Conditioning Control Knobs

For maximum cooling, close all the windows and shut off the fresh air coming in at the right and left dash grille, by placing the fresh air inlet levers, located on the instrument panel, in the off position.

However, if the interior of the car is at a high temperature level due to being parked in the sun, it is recommended that the windows be opened for a few minutes to allow the accumulated heated air to be expelled.

During cold weather, when air conditioning is not required, the compressor drive belts should be removed and the outside air duct valves, which are operated from inside the car by controls on the rear shelf panel, closed.

When air conditioning is again desired, the belts should be installed, the outside air duct valves opened, then the unit is ready for operation.

To insure proper air filtering and maximum cooling efficiency, the air filters, located at the return air openings to the cooling coil, should be rinsed in cold water at least once a year, preferably in the Spring. This service can best be performed by your Packard Dealer.

FRESH AIR VENTILATION SYSTEM

Enjoy the comforts of your Packard built-in all weather fresh air ventilating system, which provides a complete change of air every 45 seconds at 45 mph.

Control your comfort by the simple operation of two levers, located on the instrument panel at the right of the steering column. They will regulate the flow of fresh air to the exact amount that you find comfortable.

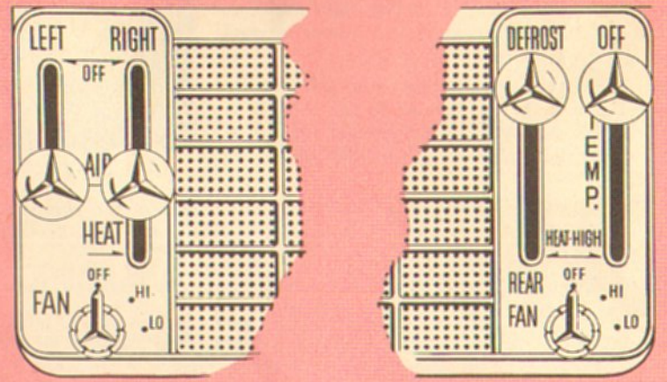
Ventilation is regulated by sliding the left lever down to permit the flow of air through the left dash panel grille at your feet. Operating the right lever in the same way, except that it should not be moved beyond the mark "AIR," will regulate the flow of air through the right side dash panel grille.

"OFF"—Fresh air supply completely closed off.

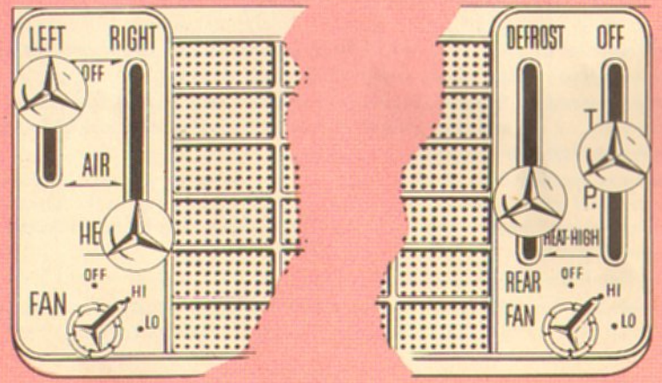
"AIR"—Wide open or, in other words, a full flow of fresh air. Positions between "OFF" and "AIR" can be used to reduce or increase the flow of air as desired.

★ OPERATION OF YOUR HEATER

WARM WEATHER



COLD WEATHER



HEATING SYSTEM

The fresh air heater and defroster equipment is available for all models as an accessory. This system operates along with the built-in ventilation system to provide comfortable, even temperatures inside the car as well as "clear-across" windshield defrosting. The operation of the fresh air heater and defroster is as follows:

1. The fresh air lever on the left side should be placed in the "OFF" position; this closes the valve and shuts out the cold air from the left dash panel grille.
2. Place the ventilating lever that controls the right side at "Heat;" this closes off the air supply through the right dash panel grille and directs it into a compartment where it is heated for distribution either to the inside of the windshield or toward the floor of the front compartment as desired.
3. The "TEMP" lever at the right, controls the temperature of the heat entering the car and can be adjusted to whatever heat is desired.
4. The "DEFROST" lever directs warm air either to the windshield or toward the floor of the front compartment as desired.

With the lever at "Defrost" all the heated air is directed against the windshield. With the lever at "Heat" all the heated air is directed toward the front compartment floor. Lever positions between "Defrost" and "Heat" may be used to divide the air as desired.

A two-speed "Fan" switch, located directly below the fresh air ventilating levers, controls a blower which draws in outside air for circulation through the heating and defrosting outlets. It is not necessary to use the blower fan for most normal driving conditions because enough air usually is forced into the system by the forward motion of the car. The fan generally is used to speed up defrosting of the windshield or to prevent windshield and window fogging while driving slowly.

An underseat heater which circulates the warm air throughout the car in conjunction with the fresh air heater, also has a two-speed switch located directly below the fresh air heater control levers.

★ ULTRAMATIC Exclusively Yours

ULTRAMATIC DRIVE

The ultimate in automatic transmissions is yours exclusively in a Packard. Ultramatic Drive, which was perfected after years of research and development by Packard, is one of today's finest engineering achievements. You drive automatically, without pushing a clutch pedal or shifting gears, by simply positioning the control lever and "stepping on the gas."

"H" means HIGH range. This position is used for all normal forward driving. When driving below 55 miles per hour in the high range, extra power for quick passing of another car can be had by pressing the accelerator pedal firmly down against the floor. The high range position normally is used when starting on ice or in snow when gradual rear wheel traction is desired.

Ultramatic Quadrant

"L" means LOW range. Low range is used in deep sand and on long, hard pulls. It also should be used when going up or down steep grades. Driving down a steep grade in low range lets the engine act as a brake to reduce car speed.

"R" is for REVERSE. The control lever must be raised before it can be pulled downward into the reverse position.

"N" is for NEUTRAL. This position is used when the car is standing with the engine running.

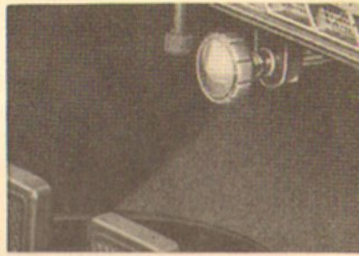
"P" means PARK. The rear wheels are not free to turn when the control lever is in the parking position and this position should be used when parking on a hill. The control lever NEVER should be placed in the parking position while the car is moving, otherwise damage may result. The lever must be raised before it can be pushed upward into the parking position.

STARTING THE ENGINE (With Ultramatic Drive)

The engine, in cars with Ultramatic Drive, can be started only if the control lever is in the neutral position "N" or the parking position "P". The starting motor will not operate if the lever is in any other position.

The engine usually is started with the control lever in the neutral position. In extremely cold climates, especially after the car has been standing for a long time, the engine should be started with the lever in the parking position. This will prevent creeping which is caused by extremely cold fluid in the unit. It also is advisable to start the engine in the parking position when the car is equipped with power brakes.

OVERDRIVE



Over Drive Control Knob

Packard's overdrive operates along with the manual shift transmission to provide a fourth forward speed. This saves gasoline because the engine runs slower at a given car speed, as compared to the speed it would have to run in high gear without an overdrive.

The overdrive control knob is used to make the overdrive operative or to lock out the overdrive as desired.

When the knob is pulled all the way out, the overdrive is locked out.

When the knob is all the way in, the overdrive will operate after the car speed reaches approximately 22 miles per hour. Release the accelerator pedal momentarily and the overdrive will engage automatically while your foot is off the pedal. The overdrive also will disengage and revert back to conventional high gear automatically when the car speed drops below approximately 17 miles per hour.

While cruising in overdrive, you may want a sudden burst of power to pass another car. If so, push the accelerator pedal firmly to the floor to disengage the overdrive and use the conventional high gear. After passing, lift your foot from the accelerator pedal to automatically engage the overdrive.

The overdrive can be made available for operation at any speed just by pushing the control knob all the way in.

Locking out the overdrive while in high gear may be accomplished at speeds below 17 miles per hour by pressing lightly on the accelerator pedal and pulling out the control knob.

It is advisable to lock out the overdrive when driving on icy or slippery roads and when driving down steep grades. This will let the engine act as a brake to reduce car speed.

SECTION 3

Care and maintenance of your PACKARD

LUBRICATION

Packard Service as rendered by Authorized Packard Dealers specializes in safety service and in preventive service for the protection of your Packard investment and the safe and economical operation of your car for many thousands of miles.

Periodic lubrication and inspection provide smooth operation and long car life. Ask your dealer about the convenient low cost Packard Lubrication-Inspection Plans. Use Authorized Packard Service. It's best for your Packard. It assures the use of Packard Parts, Packard special tools and equipment by factory trained Packard Master Servicemen.

TYPES OF ENGINE OIL

Different types of engine oil are made to meet the various needs of everyday driving. These are defined as follows:

The "Regular" or "ML" type designates engine oil generally suitable for use in internal combustion engines under moderate operating conditions.

The "Premium" or "MM" type designates engine oil having the oxidation stability and bearing corrosion preventive properties necessary to make it generally suitable for use in internal combustion engines under normal driving conditions, such as low and medium speed driving with only an occasional long trip at high speed.

The "Heavy Duty" or "MS" type designates engine oil having a higher oxidation stability and bearing corrosion preventive properties necessary to make it generally suitable for internal combustion engines under severe driving conditions for a greater percentage of the time such as in mountain climbing and at sustained high speeds.

All three types of oil are available in several grades.

SELECTING ENGINE OIL

During the first 500 miles, use the oil that was in the engine when the car was delivered. If it is necessary to add oil during this period, use nothing heavier than S.A.E. 10-W oil in cold weather and S.A.E. 20 or 20-W in warm weather.

After the first 500 miles, oil should be selected to meet different driving and climatic conditions.

During warm weather, use S.A.E. 20 engine oil; however, if the car is regularly driven at high speeds or if the average daylight temperature is above 90°F., use S.A.E. 30 oil.

The "OIL GRADE AND TEMPERATURE CHART" lists the oil grades to use during cold weather. If there is any doubt as to which grade of oil to use, consult your Packard Dealer; he will assist you in selecting the proper grade.

ENGINE OIL LEVEL

The engine oil level should be checked every time gasoline is purchased. Two level marks are stamped on the oil stick, one marked "LOW" and the other marked "FULL." The oil level should be maintained between these marks. Never permit the oil level to get below the "LOW" mark and, when necessary, add only enough oil to bring the level up to the "FULL" mark. Always check the oil level before starting on a long drive.

OIL GRADE AND TEMPERATURE CHART

IF THE ANTICIPATED MINIMUM ATMOSPHERIC TEMPERATURE WILL BE:	USE THE GRADE INDICATED:
Not lower than 32°F. above zero	S.A.E. 20 or 20-W
As low as 10°F. above zero	20-W
As low as 10°F. below zero	10-W
Below 10°F. below zero	5-W

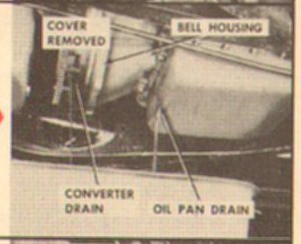
SPECIAL ENGINE OILS

Special or break-in oils should not be used under any circumstances unless the supplier can furnish satisfactory proof that they contain no harmful ingredients.

SERVICING THE ULTRAMATIC DRIVE

CHECK THE FLUID LEVEL EVERY 1,000 MILES

CHANGE FLUID REMOVE SCREEN AND CLEAN EVERY 25,000 MILES



REFILL WITH PACKARD ULTRAMATIC DRIVE FLUID

1,000 MILES

POWER STEERING LINKAGE
9 Connectors
Pressure Gun Grease

SUPPORT ARMS UPPER AND LOWER
6 Connectors
Pressure Gun Grease

STEERING RODS AND KNUCKLES
8 Connectors
Pressure Gun Grease

GENERATOR
2 Oilers
S.A.E. 20 Engine Oil

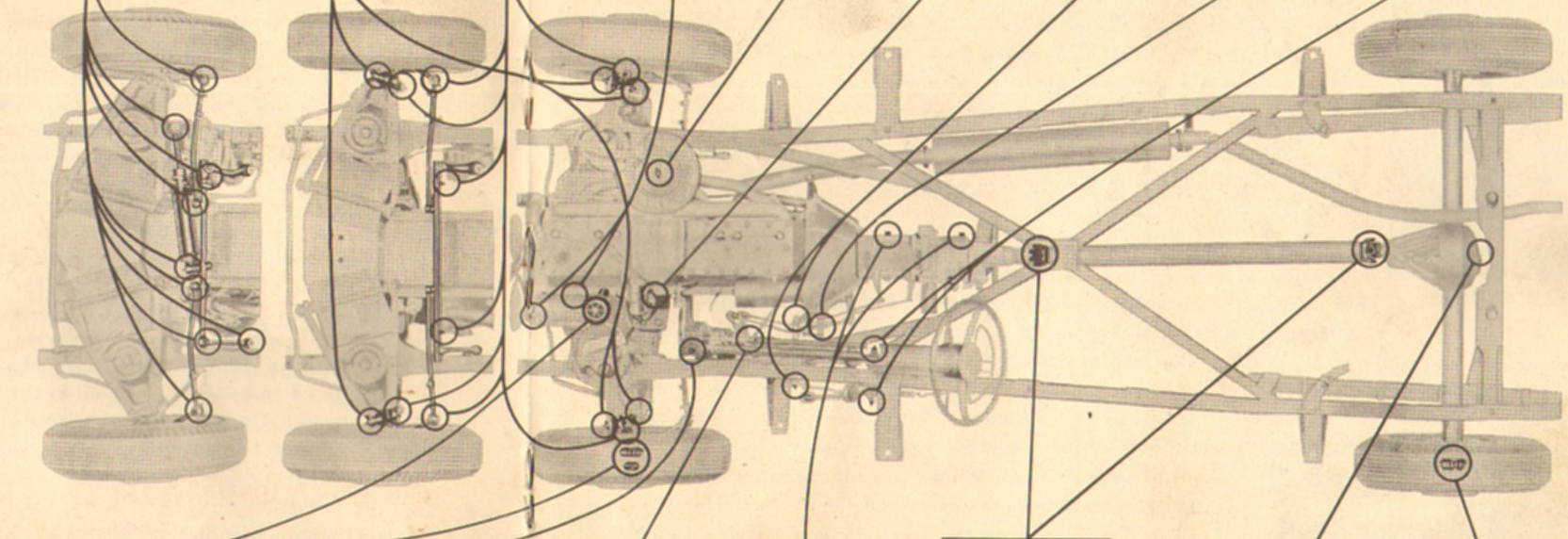
AIR CLEANER
Engine Oil
OIL BATH
S.A.E. 50 Summer
S.A.E. 20 Winter

DISTRIBUTOR
1 Cup
No. 3 Cup Grease

CLUTCH RELAY
2 Connectors
Pressure Gun Grease

GEAR SHIFTER IDLER BRACKET
2 Connectors
Pressure Gun Grease

CLUTCH AND BRAKE PEDAL SHAFT
2 Connectors
Pressure Gun Grease



CHECK FLUID LEVEL
In Reservoir
Every 5,000 Miles

ENGINE OIL
Change Every
2,000 Miles

FRONT WHEEL BEARINGS
No. 2 Fiber Grease
Repack
Every 10,000 Miles

STEERING GEAR
S.A.E. 90 Gear Oil
Maintain Level

GEAR SHIFTER HOUSING
Every 5,000 Miles
1 Oil Hole
S.A.E. 20 Engine Oil

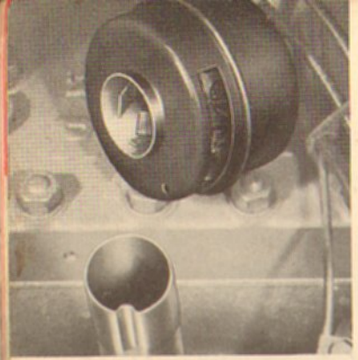
TRANSMISSION and OVERDRIVE
Drain and
Refill in Spring
Use S.A.E. 90 Mineral
Gear Oil

UNIVERSAL JOINTS
With Connectors
Every 1,000 Miles
S.A.E. 140 Oil
DO NOT USE GREASE

UNIVERSAL JOINTS
Without Connectors
Repack Front—15,000 Miles
Repack Rear—15,000 Miles
Universal Joint Grease
Heavy Fiber

REAR AXLE
Drain and Refill in Fall
S.A.E. 90 Hypoid
Gear Oil

REAR WHEEL BEARING
No. 2 Fiber Grease
Repack
Every 20,000 Miles



Oil Filler Cap

CHANGING ENGINE OIL

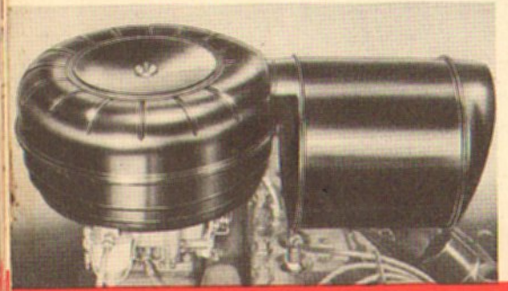
It is recommended that the engine oil be changed every 2,000 miles if the car is operated under normal driving and climatic conditions. However, it may be necessary to change the oil more frequently if the following conditions prevail:

1. DUST. When driving through dust storms or on very dusty roads dust may get into the engine oil in spite of the engine air cleaners.
2. COLD WEATHER. Frequent starts and short runs in cold weather do not permit the engine to warm up thoroughly and water may get into the oil from condensation of moisture.
3. HARD DRIVING. Hard driving and heat tend to cause oxidation and break down the lubrication qualities of oil.

AIR CLEANERS

The mesh in the combination oil filler cap and air cleaner should be cleaned and re-oiled each time the engine oil is changed. Clean the mesh by swishing the filler cap in gasoline, shake dry, and then dip it in clean engine oil.

Carburetor Air Cleaner



The heavy duty carburetor oil bath cleaner oil should be changed and the oil reservoir cleaned every 5,000 miles or oftener if driving conditions warrant. When refilling, use approximately one pint of S.A.E. 50 engine oil in warm weather and S.A.E. 20 in cold weather.

The air filter element on the Easamatic Power Unit should be replaced every 10,000 miles.

POWER STEERING FLUID

The fluid level in the reservoir should be checked after the first 1,000 miles of driving and every 5,000 miles thereafter, and maintained to within 1" from the top of the reservoir.

Packard Ultramatic Drive fluid, which is available at all Packard Dealers, should be used for the power steering hydraulic system. If this fluid is not available any "A" type automatic transmission fluid may be used which has an AQ-ATF number embossed on the top of the can.

Power Steering Fluid Reservoir

ULTRAMATIC DRIVE FLUID

The fluid level in the Ultramatic Drive unit should be checked every 1,000 miles and, if necessary, fluid added to maintain the level at the full mark on the dip stick.

Every 25,000 miles the unit should be drained, oil screen cleaned, and the unit refilled with new fluid.

Packard Ultramatic Drive fluid, obtainable at Packard Dealers, should be used or any type "A" automatic transmission fluid which has an AQ-ATF number embossed on the top of the can may be used.

It is recommended that the Packard Ultramatic Drive be serviced only by Authorized Packard Service Stations.

TRANSMISSION LUBRICANT

The transmission, and the overdrive if the car is so equipped, is to be lubricated with a multi-purpose gear oil of S.A.E. 90 viscosity. If difficulty in gear shifting is experienced during extremely cold weather, use S.A.E. 80 multi-purpose gear oil.

The oil level should be checked every 1,000 miles and oil added if necessary. The oil should be drained and replaced with fresh oil each spring.

REAR AXLE LUBRICANT

The rear axle is to be lubricated with S.A.E. 90 Hypoid Lubricant. S.A.E. 80 Hypoid Lubricant should be used where the temperature drops to 10 degrees or more below zero for long periods of time.

The level should be checked every 1,000 miles and Hypoid Lubricant added if required. The axle should be drained and refilled with fresh Hypoid Lubricant each fall with the approach of cold weather.

UNIVERSAL JOINTS

54th Series Packards equipped with Ultramatic Drive use a propeller shaft with a ball and trunnion type front universal joint which requires repacking at 15,000 mile intervals with a heavy fiber universal joint grease. The cross-type rear universal joint also requires repacking at 15,000 mile intervals with a heavy fiber universal joint grease having extreme pressure characteristics.

Cars having the manual shift transmissions are equipped with universal joints having oil fittings and these universal joints should be lubricated with S.A.E. 140 gear oil every 1,000 miles. Chassis lubricant should never be used in these joints.

REAR SPRINGS

The rear springs of your car should not be lubricated. Liners are installed between the spring leaves to control the spring action and grease or oil is harmful to these liners. Should a squeak develop in the rear springs, do not have them lubricated. Consult a Packard Dealer for correction.

CHASSIS

Detailed instructions for lubrication are listed and illustrated in the "Lubrication Chart." All chassis lubricating points require attention every 1,000 miles.

SEASONAL AND PERIODIC OPERATIONS

Following are several items of lubrication and maintenance regularly required which are emphasized here for your convenience.

COOLING SYSTEM

Your Packard has a sealed, pressure-type cooling system to provide the best cooling possible. This sealed system is made possible by the use of a special pressure-type radiator cap.

Without pressure in the system, water would boil at 212°F.; however, in the Packard pressure-type system, this boiling point is raised to approximately 248°F.

PERIODIC OPERATIONS

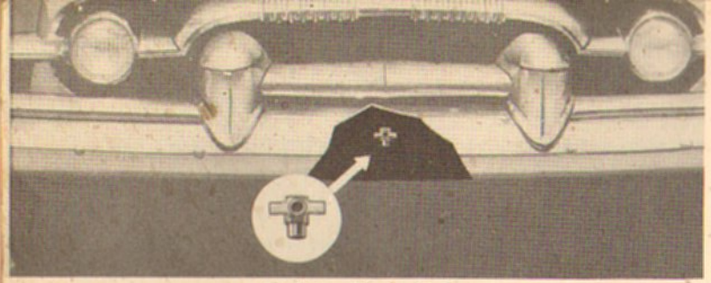
Front wheel bearings	Repack every 10,000 miles
Rear wheel bearings	Repack every 20,000 miles
Oil filter (when used)	Renew cartridge every 8,000 miles
Brakes	Check fluid level every 1,000 miles
Brake adjustment	Check every 5,000 miles
Cooling system	Flush twice a year—spring and fall
Gasoline lines and strainers	Clean out twice a year—spring and fall
Engine oil pan	Remove and clean once a year
Ultramatic oil screen	Remove and clean every 25,000 miles

CAUTION When removing the radiator cap while the engine is hot, first loosen the cap to the first notch and allow the pressure in the radiator to escape before completely removing the cap.

COOLANT LEVEL

The system requires regular attention. The coolant level in the radiator should be kept at about one inch below the bottom of the filler neck. If coolant is added above this level, it will flow out of the radiator vent after the engine has warmed up.

NOTE If for some reason the water in the radiator should get very low and the engine very hot, let the engine cool off before adding cold water. After the engine has cooled off, add the water slowly with the engine running. Cold water in a very hot engine might crack the cylinder block or head.



Radiator Drain Cock

DRAINING THE SYSTEM

The cooling system should be drained and flushed twice a year. To completely drain the system, first remove the radiator cap and then open the radiator drain cock behind the front bumper near the center of the car and remove the plug from the cylinder block near the starter.

RUST PREVENTIVE

Packard Rust Preventive, available through your Packard Dealer, is a special solution that cuts down the formation of scale and rust. Packard Rust Preventive should be added at least twice a year or whenever the cooling system is drained for any reason. This inexpensive service can save you dollars in repairs at some later date.

ANTI-FREEZE

Among the anti-freeze solutions that have been found satisfactory are those made from ethylene glycol (permanent type), denatured ethyl alcohol (ethanol) and methyl or wood alcohol (methanol). Your Packard Dealer can supply Packard Permanent Type Anti-Freeze (ethylene glycol), a factory approved product.

Kerosene or other oils, or solutions containing calcium chloride, magnesium chloride, sodium silicate or other inorganic salts, honey, glucose, or sugar are not satisfactory for use in the cooling system, and should not be used.

Before installing anti-freeze solution, the cooling system should be inspected and serviced for winter operation. After the anti-freeze has been installed, the entire system, including the hose connections, cylinder head gasket, and the water pump should be inspected regularly to make sure that no leaks have developed.

ANTI-FREEZE CHART

The cooling system capacity of your Packard is 20 quarts. If the car is equipped with a fresh air and underseat heater, the capacity is 21 quarts.

ANTI-FREEZE CHART

COOLING SYSTEM CAPACITY	FOR PROTECTION DOWN TO	QUARTS ETHYLENE GLYCOL	QUARTS ALCOHOL
20 Quarts	Zero Fahrenheit	7	7
	10° Below Zero Fahrenheit	8	9
	20° Below Zero Fahrenheit	9	10

★ *Electrical System*

BATTERY CARE

The life of your battery depends upon the care it receives. The water level should be checked every 1,000 miles or every two weeks in warm weather and once a month in cold weather and distilled water added when necessary.

When filling the battery, the electrolyte (the fluid in the battery) should not be allowed to overflow because it is very corrosive. Should this happen, however, the battery fluid should be washed away with a solution of bicarbonate of soda and then rinsed.

If the battery requires a considerable amount of water, the electrical system may not be operating properly and you should consult your Packard Dealer for correction.

If your car is to be stored for a period of more than a month, have the battery removed by your Packard Dealer so that it will be properly serviced and kept in a healthy state of charge.

Do not add battery dopes or any chemicals, oils, or other substances to your battery because they reduce battery life. (This also will void the battery warranty.)

CAUTION Never allow a flame or spark near the battery because gas produced within the battery may be ignited and explode.

LIGHT BULB CHART

LOCATION	CANDLE-POWER	MFR. NO.
Courtesy and Map Lights	6	82
Glove Box Light	2	55
Headlights	35-45 Watt	—
Ignition Switch	2	55
Indicator Light Bulbs		
Headlight High Beam	1	51
Direction Signal	2	55
Oil Pressure	2	55
Battery Discharge	2	55
Selector Lever (Ultramatic)	1	51
Instrument Lights	2	55
License Light	3	63
Parking and Direction Signal Light (Front)	3-21	1154
Reading Lights (Dome)	15	210
Stop and Tail Lights	21-3 and 3	1154 and 63
Trunk Light	6	81
Back Up Lights	32	1133

FUSE AND CIRCUIT BREAKER CHART

CIRCUIT	LOCATION	CAP. AMPS.	NO.
Clock	In cable at rear of clock	3	AGA-3
Directional Signal Flasher	Circuit breaker on instrument cluster	10	—
Radio	In cable on left side of radio	14	SFE-14
Overdrive	On relay on dash panel	30	SFE-30
Heater	In cable near ignition switch	20	SFE-20
Head, Tail and Parking Lights	Circuit breaker on headlight switch	30	—
Body Wiring	Circuit breaker on inst. cluster	30	—
Glove Box Light			
Stop Light Circuit	Circuit breaker on inst. cluster	30	—
Air Conditioning	In cable between relay and switch	3	AGA-3
	On relay on instrument board	30	SFE-30

HEADLIGHTS

Your Packard is equipped with the finest "Sealed Beam" headlights built today. The only services required are wiping off the lenses, checking aim periodically, and replacing the unit in case it burns out or becomes damaged.

It is recommended that the car be taken to an Authorized Packard Service Station every six months to have the aim of the headlights checked. Your Packard Dealer has the equipment to do this aiming job properly and quickly.

★ *Wheels and Tires*

TIRE PRESSURE

Having the proper amount of air in the tires at all times is most important if high tire mileage and a satisfactory ride are to be obtained. Too much air will adversely affect the ride, while not enough air will cause tire wear.

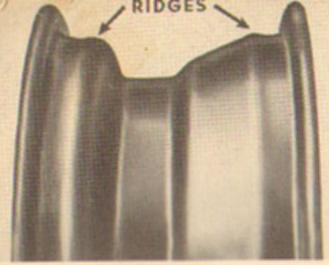
Tires should be checked every week or ten days and inflated to the proper pressure. When touring or driving several hundred miles a day, check the tire pressure every day or two. Always reinstall the tire valve caps because they keep out dirt and seal the valve opening.

The recommended cold or starting tire pressure is 24 pounds for both the front and the rear tires.

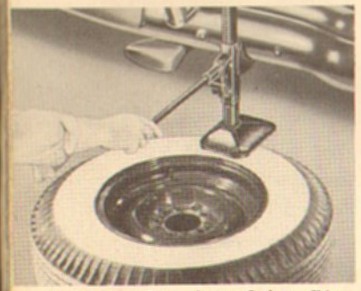
After the car has been driven at normal speeds in the city, the pressure may be up to 27 pounds (3 pounds over the starting pressure of 24 pounds).

After driving on the highway at moderately high or high speeds, the pressure may be up to 29 pounds (5 pounds over the starting pressure).

Never bleed the tires to reduce the pressure built up by heat. The tires are designed to build up a safe pressure of a few pounds after they are run.



Safety Rims



Removing Tire from Safety Rims

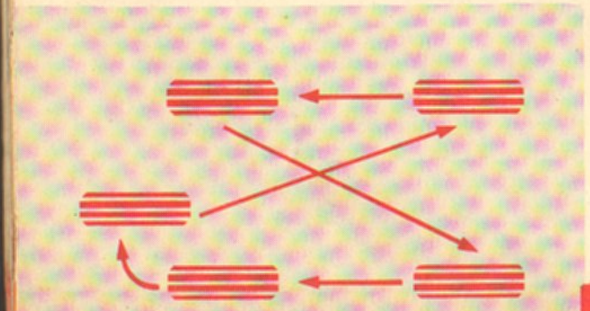
SAFETY RIM WHEELS

The carefully balanced, demountable, drop center, disc-type wheels incorporate a safety feature in the form of a raised ridge, or section, between the rim flange and the drop center of the wheel rim. This ridge tends to keep the tire bead tightly against the rim flange, even in case of a sudden deflation of the tire. On cars equipped with wire wheels as special equipment, a rim liner is used to prevent the tube from contacting the spoke heads.

When inflating the tires, the air pressure within the tube snaps the bead over the ridge and holds it tightly against the rim flange. When removing the tire from the rim, additional force is required to push the tire bead over the ridge into the drop center. This can be accomplished by using the car jack under the bumper.

CROSS-SWITCHING TIRES

Cross switching the wheels and tires every 3,000 to 4,000 miles greatly increases tire life. By doing this, all five tires will get the same amount of wear over a given period.



CHANGING WHEELS

Emergency wheel changing in case of a flat tire is most easily accomplished by the following procedure:

If a rear wheel is to be changed, the wheel shield is removed by removing the screw at the rear of the shield using the wrench furnished in the tool kit. The shield will then drop down at the rear and can be swung clear of the fender.

Make sure the hand brake is set.

Remove the hub cap, using the flattened end of the combination wheel wrench and jack handle as a pry.

Loosen the wheel mounting bolts not more than a turn or two.

Assemble the jack to its base and place the jack under the bumper bar directly between the two bolt heads in the bumper, behind the wheel to be changed. Be sure the jack bar is in a vertical position before attempting to lift the car.

Raise the car to a height just sufficient to remove the wheel.

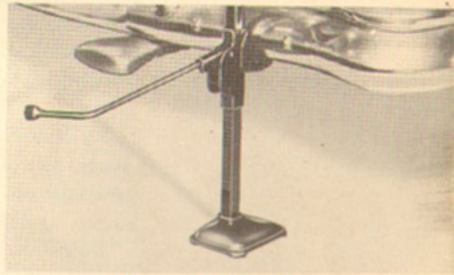
Remove the wheel retaining bolts and lift off the wheel and tire.

Install the spare wheel by reversing the foregoing operations.

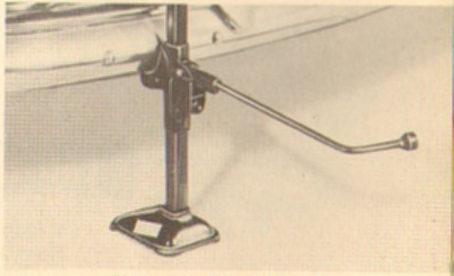
To install the wheel shield, engage the projecting dowel located on the lower front corner of the shield into its respective hole in the fender. Swing the shield upward into place engaging the remaining dowels in their respective holes. Install the retaining screw at the rear of the shield and tighten with the wrench.

If a front wheel is to be changed, locate the jack under the front bumper between the bolt heads as illustrated.

Removing Rear Fender Shield



Removing Rear Wheel



Removing Front Wheel

SECTION 4

Driving your new PACKARD

STARTING THE ENGINE

Before starting the engine make sure that the gear shift lever is in the neutral position. Depress the clutch pedal, on non Ultramatic Drive equipped cars, to avoid turning the transmission gears along with the engine. This relieves the starter of an additional load on the battery, especially in cold weather when the transmission oil is cold and thick.

To start the engine, slightly depress the accelerator pedal and turn the ignition-starter switch key all the way to the right. This turns on the ignition and operates the starting motor. When the engine starts, release the key and it will automatically return to the "ignition-on" or driving position.

Do not race the engine during the warm-up period. The engine will warm-up sufficiently at slower speeds and you will avoid damage to working parts before oil can protect them.

If the engine does not start within a reasonable length of time, it may be over-chocked or flooded. If so, press the accelerator pedal to the floor and turn ignition switch to the starting position. The engine, then should start in a few seconds.

CAUTION Never start or run an engine in a closed garage. Exhaust gases from gasoline engines contain carbon monoxide gas—a deadly poison gas which gives no warning of its presence . . . It is colorless and odorless.

THE RIGHT GASOLINE

Your 54th Series Packard has a high compression engine and it is recommended that the engine be operated on high octane fuels.

PUSHING OR TOWING (With Ultramatic Drive)

Occasionally Ultramatic Drive equipped vehicles are pushed to start the engine or, if disabled as the result of a collision, are towed into a Packard Dealer's service station.

If it is necessary to push the car to start the engine, which sometimes is done if the battery is weak, the selector lever should be placed in the neutral position, "N", and the ignition switch turned on. When the car reaches a speed of 25 miles per hour, the selector lever should be moved to the high range position, "H", at which time the engine will turn over.

A disabled vehicle may be towed on the rear wheels if the Ultramatic Drive unit is not damaged and no oil has been lost; however, the selector lever *must* be placed in the *neutral* "N" position. If the selector lever is in any other position, unnecessary damage may result. Towing speed should be limited to 30 miles per hour and long distance towing (over 300 miles) is not recommended.

Sometimes a collision may damage the shift linkage to the extent that the selector lever cannot be shifted to the neutral, "N", position. In this event, the propeller shaft should be removed or the car should be towed in with the rear wheels raised off the pavement. This procedure also should be followed if the transmission is damaged, the transmission oil pan distorted, or when oil is lost.

PUSHING OR TOWING (With Overdrive)

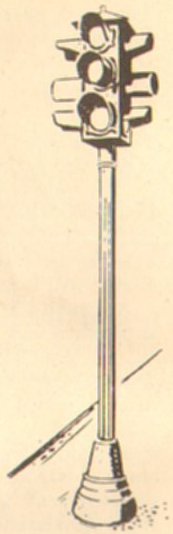
No special instructions apply to pushing or towing the car when it is equipped with an overdrive. However, if the car is being pushed to start the engine, the overdrive should be locked out.

In most cases the overdrive can be locked out while the car is standing just by pulling out the lockout knob. If the knob cannot be pulled all the way out, move the car forward or backward slightly and pull out on the knob.

BREAK-IN PERIOD

The manner in which your new car is driven for the first 250 miles has much to do with the way it will operate at a later date. This applies to the brakes, gears, rear axle, as well as to the engine and other units.

During this period it is not recommended to open the throttle wide for acceleration or hill climbing and the speed should not exceed 50 miles per hour. In the long run, this will pay off in many additional thousands of miles of trouble free motoring pleasure.



STARTING AFTER A STOP

The driver who makes a fast getaway from traffic lights before getting into direct drive or high gear will find this form of driving expensive.

These fast starts waste gasoline and will cause undue wear even on the best of parts. The driver who gets into direct drive or high gear at moderate speeds will save on both gasoline and service expense.

DRIVING ON THE HIGHWAY

Maintaining a steady speed on the highway will save gasoline. A steady accelerator pedal will always result in more miles per gallon than one which is continually being operated up and down for passing other cars, for curves, and for intersections.

WARM-UP IN COLD WEATHER

When any car engine is started in cold weather, it needs more gasoline to run smoothly without stopping than it does after it is warmed up. It also is true that the engine will warm up faster while the car is standing than it will while moving. Do not operate a cold engine at excessively high speeds.

The good driver makes it a habit to let the engine warm up for a minute or two before starting to drive in cold weather.

SAFE DRIVING TIPS

Safe driving is careful, not timid but competent driving. It requires concentration and courtesy.

The competent driver is always sure of his car. He knows what it will do when he accelerates. He knows what it will do when he decelerates. He drives so he can stop within a clear distance ahead. He has his car under control at all times.

He keeps his brakes adjusted so he knows what he can expect when he wants to stop. His tires and battery are checked at proper intervals. He always takes traffic, pavement, visibility and weather conditions into consideration.

If your car is equipped with Ultramatic Drive, never shift it from "high" to "neutral" and coast as the car is then not under the driver's complete control. This practice will both abuse the transmission and cause abnormal wear on the brakes, and actual saving on gasoline will be negligible.

A good driver keeps his windshield and rear view mirror clean and his windshield wipers and lights in good working order and adjusted. He signals his turns and stops, slows down for schools and cross roads, watches railroad crossings, and never passes on hills, curves, or crossings. He also *stops* for all school busses.

A good driver exercises due regard for the rights of others and assumes responsibility for the safety of pedestrians and playing children.

After parking your car always remove the keys from the ignition lock if the car is going to be unattended for only a few moments. By following this practice you will eliminate the possibility of the car being stolen.

MOUNTAIN DRIVING

When driving in the mountains or hilly country where steep grades are encountered and the car is equipped with overdrive, it should be locked out to provide better control of the car. This can be done when the car is standing or the car speed is below that of 17 miles per hour. This will utilize the engine for braking power when descending steep grades.

On Ultramatic Drive equipped cars, when descending steep grades in the mountains and hills, the car should be driven in "LOW" range to utilize the braking power of the engine. The shift to low range should not be attempted unless the car speed is below 25 miles per hour.

GASOLINE MILEAGE DEPENDS ON THE DRIVER

Test reports show that cars in normal satisfactory operating condition will give good gas economy at 20, 30, or 40 miles per hour, yet the economy drops off sharply between 40 and 50 miles per hour. In fact, in some cases the gas economy is as much as almost 2 miles per gallon better at 40 mph than at 50 mph. The gas economy drops off approximately another 2 miles per gallon when driving 60 mph and another 2 miles per gallon at 70 mph. Another factor affecting gas economy is frequent stops and starts, which happens mostly when driving in heavy traffic and sudden acceleration. It has been established that one of the causes of poor gas economy is due to poor driving habits of the owner or driving conditions. However, if this is not the cause, the following factors will contribute toward poor fuel economy:

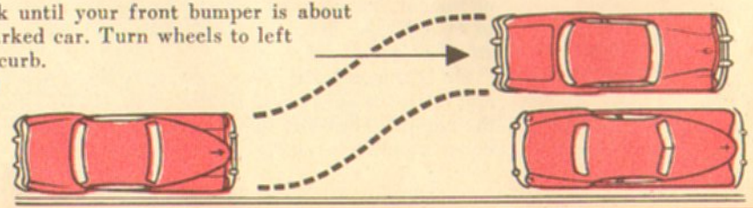
1. Inefficient spark plugs
2. Bad distributor points
3. Gum deposits in carburetor
4. Engine running too cold
5. Dragging brakes
6. Low tire pressure
7. Leaky intake manifold gasket
8. Restricted air cleaner
9. Motor oil too heavy
10. Faulty engine operation

A combustion analysis by your Packard Dealer will determine if the carburetor or fuel system is at fault. Periodic tune-ups in which many important adjustments are made will have a direct bearing on operating economy.

PARKING YOUR CAR

Before you attempt to park make certain that the space you selected is slightly longer than your car. You can then park easily by following these simple steps:

1. Drive your car up even with the car ahead.
2. Turn wheels to right and back car until rear of parked car is about at your windshield.
3. Straighten wheels and back until your front bumper is about opposite rear bumper of parked car. Turn wheels to left and back until parallel to curb.
4. Turn wheels again to right and drive car forward into proper parking position. Set hand brake.



Keeping your PACKARD in spotless condition

SECTION 5

PAINTED SURFACES

Fine dust may be safely removed by dusting with a soft, clean cloth, but "scrubbing" a dirty car with dry cloths is almost certain to scratch it.

Clean the car by washing with plenty of cold or lukewarm water. Soak the dirt off as much as possible and rinse sponges frequently to remove grit and dirt. Dry with a clean chamois. Avoid washing the car in the sun or when the lacquered surfaces are hot. Never use hot water.

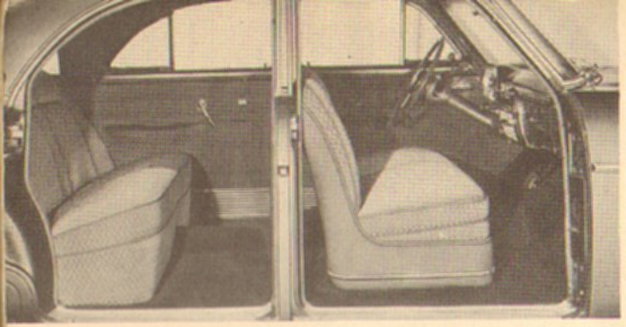
In sections where salt, calcium chloride, or similar chemicals are used on the roads, frequent washing of the car is necessary to preserve the finish. Where cars are to be exposed to freezing temperatures immediately after washing, all water must be removed from the lock cylinders and the edges of the doors and adjustable windows to prevent sticking due to the formation of ice.

A high luster can be restored with a Packard Lustur-Seal Treatment (available at your Packard Dealer) or any other properly formulated body polish. The presence of color on the rubbing cloths simply indicates the removal of chalked or dead surface pigment loosened by exposure.

Any lacquered surface upon which alcohol solutions have been spilled should immediately be flushed with water.

GLASS

Plate glass although hard can quite easily be scratched. Cleaning a dirty windshield when dry by operation of the wiper blades or with dry cloths is apt to cause minute surface scratches. Wet glass before cleaning.



Cleaning Your Upholstery

Where the use of cleaning fluid is indicated, use Packard Fabric Cleaner or a cleaning fluid in which carbon tetrachloride is the principal ingredient. To avoid rings, work from the outside toward the center.

BATTERY ACID will destroy upholstery if allowed to remain. Neutralize the acid as soon as possible by pouring household ammonia water directly on the spot to saturate the fabric as far as the acid extends. Give the ammonia water a full minute to neutralize the acid and then sponge the fabric with a wet cloth. Use cold water.

BLOOD STAINS, rub with a clean cloth wet with cold water.

CANDY OR FRUIT stains should be rubbed with a clean cloth wet with very hot water. If chocolate is present in the candy stain, use lukewarm water. After drying, sponge with a clean cloth wet with cleaning fluid.

GUM, moisten with cleaning fluid; remove with a dull knife.

ICE CREAM, rub with a clean cloth wet with very hot water. If this is not satisfactory, use a cloth wet with warm soap suds and rinse with a cloth wet with cold water. After drying, sponge with cleaning fluid.

LIPSTICK, pour cleaning fluid directly on spot and immediately hold a clean blotter on stain. Repeat until clean.

SHOE POLISH, for black or tan polish, use a cloth wet with cleaning fluid. If white polish cannot be brushed off, wet with cold water, allow to dry, and then brush off.

GREASE OR OIL, small spots should be rubbed with a cloth wet with cleaning fluid. Pour cleaning fluid on large spots and blot with clean blotters.

TAR, moisten with cleaning fluid and remove with a dull knife. Sponge with cloth wet with cleaning fluid.

PAINTS AND LACQUER, rub with a cloth wet with turpentine and then sponge with a cloth wet with cold water.

WATER SPOTS, sponge the entire panel with a cloth dampened with cold water; then sponge the spots with a cloth moistened with cleaning fluid.

CHROMIUM PLATING

Among the more common elements that attack chromium plating are: sulphur dioxide present in the air, especially in large industrial centers: calcium chloride used on city streets to melt ice and on dirt roads to prevent dust; also the salt air of coastal territories. When plating is scratched or scuffed to the base metal, ordinary moisture becomes a corrosive agent. Rust, originating at the root of a scratch, will continue to spread underneath the plating unless attended to when it first appears.

CONVERTIBLE TOP AND REAR WINDOW

To remove spots from top material, sponge with lukewarm water and mild non-caustic soap only, rinse with clean water. Do not use dry or damp cloth to clean rear window panel. Flush with clean, cold water to remove dust, etc. If further cleaning is required, lather panel with mild soap suds, using palm of hand, and then rinse thoroughly.

CAUTION Before lowering top, unzip rear window panel at the sides and top and drop it into top compartment.

SECTION 6 Specifications

Model	Caribbean, Pacific and Convertible	Cavalier	Patrician	Packard
Chassis Symbols	5431	5402	5406	5426
ENGINE				
Type	8 Cyl. "L" Head	8 Cyl. "L" Head	8 Cyl. "L" Head	8 Cyl. "L" Head
Bore	3⅜"	3½"	3⅜"	3⅜"
Stroke	4½"	4½"	4½"	4½"
A.M.A. Horsepower	40.6	39.2	40.6	40.6
Oil Capacity	7 qt.	7 qt.	7 qt.	7 qt.
Water Capacity	20 qt.	20 qt.	20 qt.	20 qt.
Heater Capacity	1 qt.	1 qt.	1 qt.	1 qt.
Thermostat Rating (Std.)	170°	170°	170°	170°
Fuel Tank	20 gal.	20 gal.	20 gal.	20 gal.
Valve Tappets	Hydraulic	Hydraulic	Hydraulic	Hydraulic
COMPRESSION RATIO				
Compression	8.7 to 1	8.0 to 1	8.7 to 1	8.7 to 1
BRAKE HORSEPOWER				
Brake HP	212 @ 4000 RPM	185 @ 4000 RPM	212 @ 4000 RPM	212 @ 4000 RP
ELECTRICAL				
Battery	17 Plate—120 hr.	17 Plate—100 hr.	17 Plate—120 hr.	17 Plate—120 hr.
Generator	45 Amp. Shunt	45 Amp. Shunt	45 Amp. Shunt	45 Amp. Shunt
Regulator	Voltage & Current Control	Voltage & Current Control	Voltage & Current Control	Voltage & Current Control
Ignition Point Gap	0.016"	0.016"	0.016"	0.016"
Spark Plugs	14 mm	14 mm	14 mm	14 mm
Spark Plug Gap	0.025"	0.025"	0.025"	0.025"
Ignition Timing	tdc	6° btdc	tdc	tdc
Headlights	Sealed Beam	Sealed Beam	Sealed Beam	Sealed Beam
CLUTCH				
Type	Dry Disc 10½"	Dry Disc 10½"	None	Dry Disc 10½"
	None*			
Clutch Pedal Free Play	1¼" to 1½"	1¼" to 1½"		1¼" to 1½"

*Caribbean

Model	Caribbean, Pacific and Convertible	Cavalier	Patrician	Packard
Chassis Symbols	5431	5402	5406	5426
TRANSMISSION				
Type	Selective Silent Synchronized Ultramatic Drive*	Selective Silent Synchronized	Ultramatic Drive	Selective Silent Synchronized
Oil Capacity	2 pt.	2 pt.		2 pt.
Overdrive Capacity	1¼ pt.	1¼ pt.		1¼ pt.
Total Capacity	3¼ pt.	3¼ pt.		3¼ pt.
Ultramatic Drive Cap.	12 qt.*	12 qt.	12 qt.	12 qt.
REAR AXLE				
Type	Hypoid	Hypoid	Hypoid	Hypoid
Oil Capacity	4¼ pt.	4¼ pt.	4¼ pt.	4¼ pt.
Ratio				
Standard	3.9 to 1	3.9 to 1		4.1 to 1
Overdrive	4.1 to 1	4.1 to 1		4.55 to 1
Ultramatic Drive	3.54 to 1*	3.54 to 1	3.54 to 1	3.9 to 1
SUSPENSION				
Type	Independent Parallelogram	Independent Parallelogram	Independent Parallelogram	Independent Parallelogram
Springs				
Front	Coil	Coil	Coil	Coil
Rear	Leaf	Leaf	Leaf	Leaf
Shock Absorbers				
Front and Rear	Direct Acting	Direct Acting	Direct Acting	Direct Acting
STEERING				
Gear Type	Worm and Roller	Worm and Roller	Worm and Roller	Worm and Roller
Gear Oil	S.A.E. 90	S.A.E. 90	S.A.E. 90	S.A.E. 90
King Pin Angle	5° 50'	5° 50'	5° 50'	5° 50'
Caster Angle	—1° ± ½°	—1° ± ½°	—1° ± ½°	—1° ± ½°
Camber Angle	0° ± ¾°	0° ± ¾°	0° ± ¾°	0° ± ¾°
Toe-In	0 + 1/16"—0	0 + 1/16"—0	0 + 1/16"—0	0 + 1/16"—0
Tire Pressure				
Front and Rear	24 lb.	24 lb.	24 lb.	26 lb.
DIMENSIONS				
Over-all Length	211 15/32"	216 15/32"	216 15/32"	238 15/32"
	220 9/32"*			
Max. Width	77⅞"	77⅞"	77⅞"	77⅞"
Wheelbase	122"	127"	127"	149"

Weight—Consult the dealer who sold you the car, or the Motor Vehicle Commissioner in your state.

*Caribbean

★ *The Best for The Finest*

To give the "best" in service for the finest Packard ever built, every Packard Dealer's Service Department is staffed by Factory trained servicemen who are thoroughly familiar with every part of your car and who can best service it in the most efficient manner without lost time. There is a sincere desire of everyone in the Packard organization to be of service to you. This attitude exists with the Factory, Zone, Dealer, and Dealers' Personnel.

The Packard Servicemen are trained by Factory personnel at schools held throughout the world. The Servicemen perform the actual mechanical work under the direct supervision of well-informed instructors.

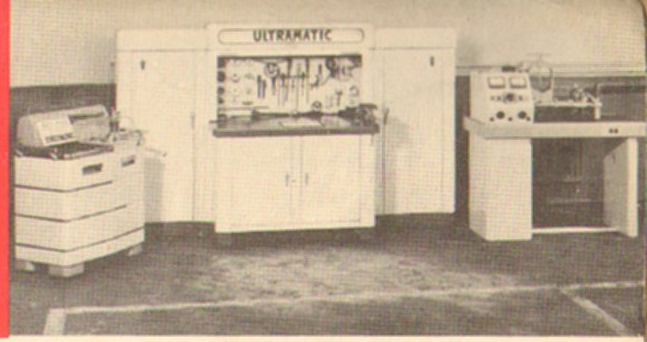
These schools are held periodically to give the Servicemen first hand information on all the new engineering improvements perfected at the Factory and the Proving Grounds. With this assurance in mind that when you visit your Packard Dealer, you may have complete confidence that the service you receive will be of the finest.

YOUR PACKARD DESERVES THE BEST SERVICE AVAILABLE

The Service Department at the Factory provides educational and training programs for the Dealer Servicemen, Service Managers, Parts Managers, and Partsmen to assure the Packard customer that the service he receives will always be the best.

At the Packard Dealership guesswork is never used to solve your wants or needs of the car, because skilled men and scientific diagnosis equipment is used to seek out and find your needs quickly.

Your Packard Dealer's Servicemen receive a constant flow of technical information from the Factory where the idea or method must be proven before being released.



This data in the form of charts, manuals, books, bulletins, films, and records never ceases in the effort to provide the best for your car in the form of improvements whether they be mechanical or a better way to perform a service operation.

MODERN TOOLS AND EQUIPMENT USED

Your Packard Dealer carries Factory recommended tools and equipment that are specially designed to do the job better, faster, easier, and more economically. They are always of the highest quality and represent safe and effective means of making repairs without damage to the parts.

The Packard Dealer has a well equipped shop with diagnosis equipment to service the owner's car. This equipment quickly seeks out and finds the service needs for your car promptly without lost time and eliminating unnecessary repairs or adjustments.

Visit your Packard Dealer for normal periodic maintenance and adjustments. When you follow this counsel, you may feel confident your Packard car will operate with the utmost efficiency and provide many thousands of miles of carefree driving.

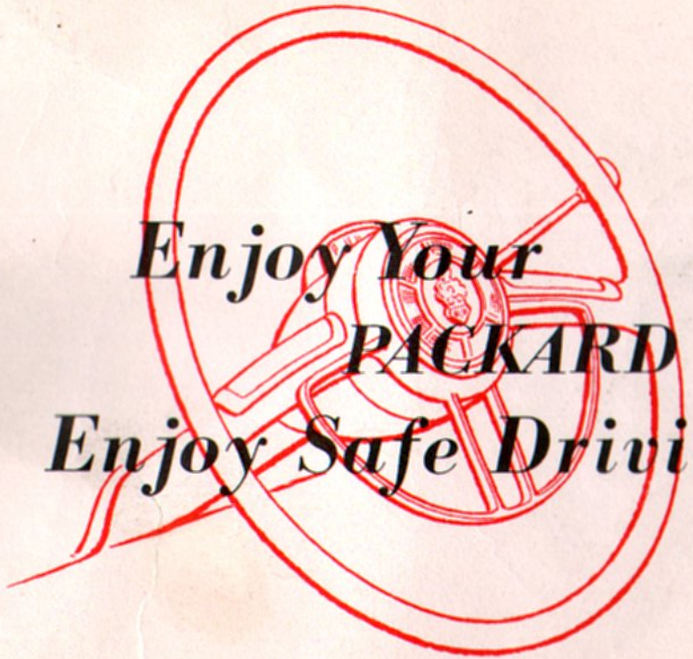
Packard Precision Parts are engineered and manufactured to rigid Factory production standards to provide safety and long life for the owner's car. These parts are precision made, always available, and nationally distributed. Packard Parts are so designed that the fit will always be perfect.

Index

Notes

Litho. in U. S. A.

L-341 1st Edition



Enjoy Your

PACKARD

Enjoy Safe Driving

YOUR PACKARD DEALER CAN SERVE YOUR CAR NEEDS BEST!

PACKARD