

PACKARD

# Service Counselor

PARTS \* ACCESSORIES \* PRODUCT \* PROFITS

INSTITUTIONAL



PROMOTIONAL

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## TRAFFIC SAFETY CHECK PROGRAM

Law enforcement agencies of cities, counties, and the State Police will participate in the National Police Traffic Safety Check Program.

Patterned after the successful brake check campaign of a year ago, the 1946 effort will have the same sponsorship nationally—the International Association of Chiefs of Police.

The purpose of the program is "to curb accidents by calling attention to defective vehicles and to bring about public awareness of the need for safe and sane driving habits."

This will be accomplished in two ways.

First, all drivers involved in accidents or apprehended for traffic law violations will have their cars subjected to on-the-spot checks by police officers. Defects will be called to their attention and, in serious cases, cars will be impounded until defects have been corrected.

Accompanying the enforcement phase of the program will be a broad educational effort designed to stimulate voluntary equipment checks by the motoring public. In this connection,

more than 50 state organizations have endorsed the program, and will participate in either the enforcement or educational phases.

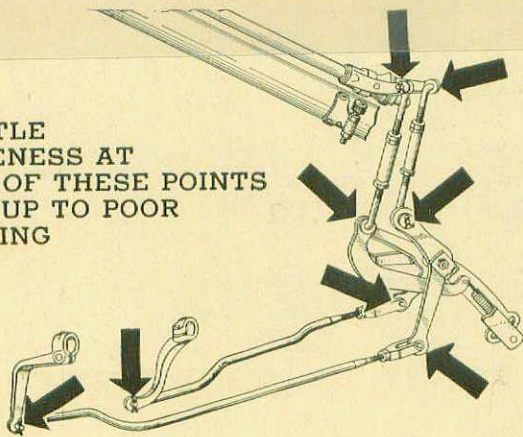
The check plan originated in Michigan and has demonstrated its effectiveness as an accident reducing force. In 1944, the year of the first state brake campaign, the ratio of cars with unsafe brakes was improved from one in seven at the start of the program to one in twenty-three at the close, with an accompanying drop in accidents.

Any doubt as to the necessity of such a program at this time is dispelled by a look at the accident figures. In the last 11 months Michigan traffic deaths have increased 42%. In rural areas where injuries are a more accurate barometer of conditions, we have had an increase of 62% in the past year. Unless this trend can be halted, we will very shortly be back to the pre-war level of 2,000 traffic fatalities annually in Michigan. Similar figures will be found in practically all other states.

The cooperation of all Packard Dealer service organizations is requested in this drive.

## "THAT GEARSHIFT STILL STICKS"

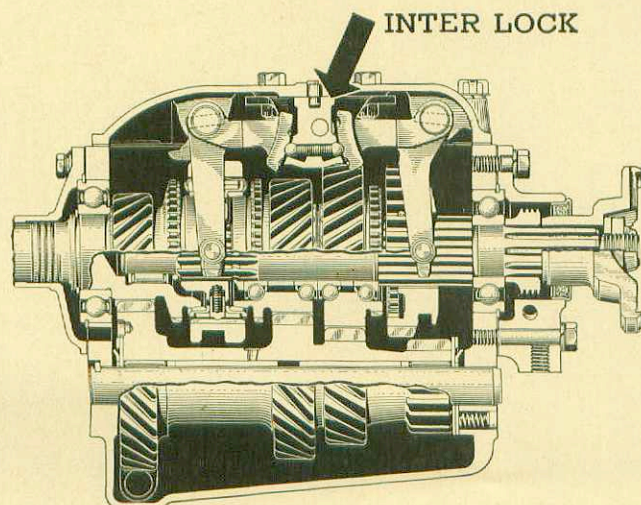
A LITTLE LOOSENESS AT EACH OF THESE POINTS ADDS UP TO POOR SHIFTING



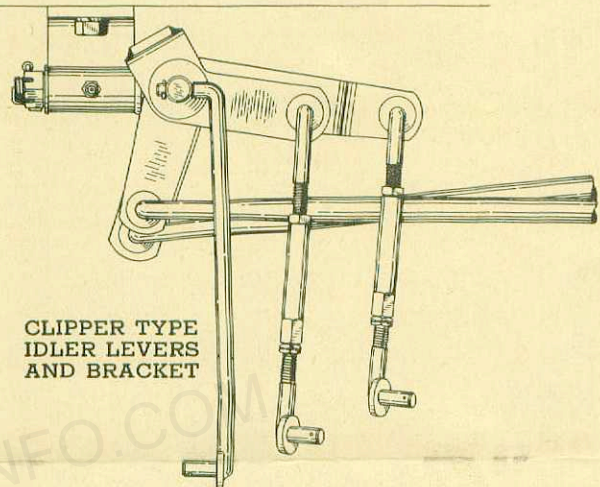
The factory still hears customer complaints about gear shifter linkage having been repaired here and there but the lost motion and sticking still persists.

This, we believe, is due to one of two causes; either you hesitate to spend the customer's money, or you do not make a thorough check of the linkage to determine *every* point at which wear has occurred. There is no such thing as a car that cannot be repaired. The customer would no doubt rather spend a little more when he brings his car in for repair and get a *good* job, than to have to return in a short time with the same complaint with a different cause. Remember that a *little* wear at each point throughout the linkage will add up to the point that the owner may have trouble, although no one point will be badly worn.

By using the following sequence for inspection and repairing or replacing each worn part, the job can be made just as good as new.

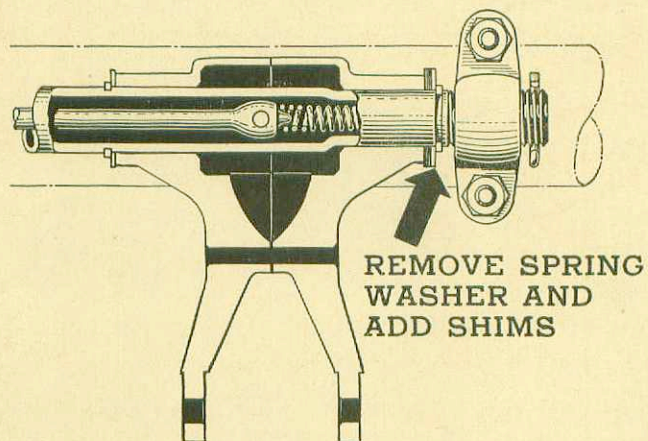


1. Start at the transmission. Check the movement of the levers and, if they have free play, tighten the pinch bolts on the levers and recheck. If play is still evident remove the transmission cover and tighten the interlock to the cover. Examine the shifter forks for wear caused by the interlock balls and, if worn, replace the forks. If the levers have rubber bushings installed, these should be replaced with the steel bushings. After installing the steel bushings try the rod ends in the new bushings and if play is evident replace the rods.



CLIPPER TYPE IDLER LEVERS AND BRACKET

2. Check the idler levers for lost motion due to wear in the bushings and in the pin holes in the ends of the levers. If play is evident install new levers and, if necessary, new clevis pins and rod clevises.



REMOVE SPRING WASHER AND ADD SHIMS

3. Inspect the steering column shifter levers and rods for correct adjustment and wear.

On some models these shifter levers were held in contact with each other by means of a spring

washer, flat washer, and a horseshoe shaped retaining ring. If these parts are found they should be discarded and the space between the lower bracket and the lower lever filled with shims until the desired clearance of 0.002 to 0.007 inch between the levers is obtained. (See Service Letter dated March 1, 1941.)

Forged levers are now available to replace the diecast levers used on early cars. These levers are harder and will withstand the wear and abuse to which they are subjected. In cases where the diecast levers are badly worn, they should be replaced with the forged type and adjusted as outlined above.

Install the aligning pin in the levers and adjust the turn-buckles in the links to properly align the levers.

Now try the linkage. If each point of wear has been properly cared for, the shifter will now perform just as it did when the car was new.

Further information on this subject may be found in the Service Letter dated May 15, 1942.

## NEW REAR AXLE BEARING INNER OIL SEALS 21st Series

A new type of rear axle bearing inner oil seal has been incorporated in all 21st Series cars and is being shipped from the Factory as a replacement part for cars prior to the 21st Series.

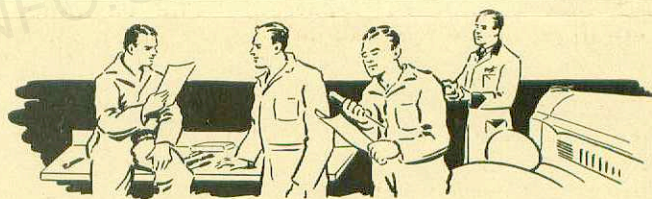
This spring loaded seal effectively stops even the slightest leakage of grease from the differential onto the rear wheel brake linings. So effective is this seal in stopping leakage that it will be necessary to pay much more attention to the lubrication of rear wheel bearings than in the past.

With the old seal, sufficient oil from the differential reached the wheel bearings to keep them well lubricated. Now, however, since the installation of this new seal, it will be necessary to lubricate the rear wheel bearings at 30,000 mile intervals as specified in lubrication instructions. The lubricant should also be checked each time wheels are removed for brake work or any other cause.

The part numbers and model application for these seals are shown in the April, 1945 issue of the Service Counselor.

## "QUIZ TEST"

HOW MANY DO YOU KNOW—  
without looking at the answers?



1. The most frequent cause of hand brake cable failure is:  
(a) The stretch in the cables themselves.  (b) Rusting of the conduits.   
(c) Conduit support brackets improperly located.   
(d) Unwinding of the cables.  (e) Lack of lubrication.
2. On 19th Series cars, equipped with an Electromatic Clutch, if the red wire from the ignition switch to the Electromatic lockout switch is connected to the wrong terminal of the ignition switch, it would result in:  
(a) Making the Electromatic Clutch inoperative.   
(b) Failure to lockout the Electromatic clutch, by pulling out on the Electromatic clutch switch knob.   
(c) A possible continuous drain on the battery, causing the battery to run down, if the Electromatic switch is left "pushed in".   
(d) Failure of Electromatic clutch to lockout above governed speeds.
3. On 20th Series cars, after turning on the ignition switch, the starting motor is made operative by depressing the accelerator pedal. If the starting motor fails to crank the engine, the cause of the failure may be:  
(a) Sticking generator brushes, or poor contact between generator brushes and the commutator.  (b) A loose "Carstarter" switch mounting screw.   
(c) The "Carstarter" switch out of adjustment.   
(d) A defective starting motor solenoid switch.

For Answers, See Back Page.

## QUIZ QUESTION ANSWERS

1. ANSWER: (b) and (e). The failure of hand brake cables is caused by lack of lubrication. If the cable is dry, the wire strands wear and the cable starts to fray and eventually breaks. Water entering the conduit will cause the cable and conduit to rust and freeze up.

In some cases, it may be found that the conduits have rusted through, and water has entered to such an extent that the cables cannot be freed up. This is particularly apt to happen at the point where the rear conduit bends sharply before entering the rear brake support. See Service Letter 11-1-43.

2. ANSWER: (c). The red wire from the lockout switch to the ignition switch, should be connected to the gas gauge terminal of the ignition switch. If it is connected to the other terminal of the ignition, switch, current will flow through the direct speed solenoid, even with the ignition switch off. This will of course, cause a continuous drain on the battery, causing the battery to run down.

On the 20th Series cars, equipped with Electromatic clutch, the red wire connects the lockout switch to the "IGN." terminal of the gas gauge. See Service Letter 3-1-41.

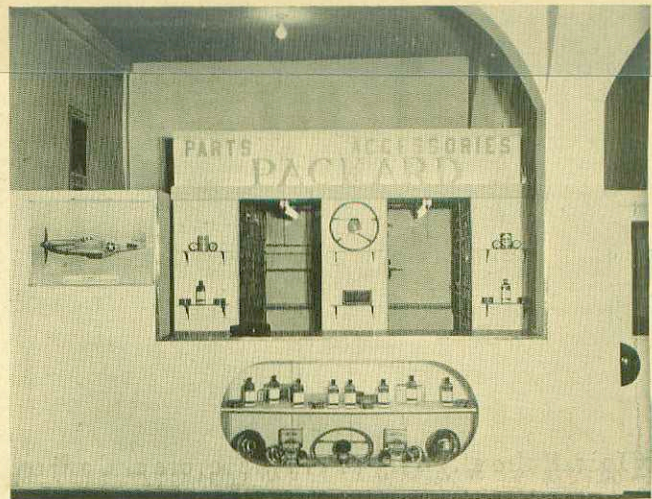
3. ANSWER: (a), (b), (c), and (d). Any of the above conditions may cause the failure to start.

On 20th Series cars, the starting motor solenoid switch was grounded through the generator armature. Poor contacts between the generator brushes and armature may cause failure to crank. Sticking brushes may be the reason for poor contact.

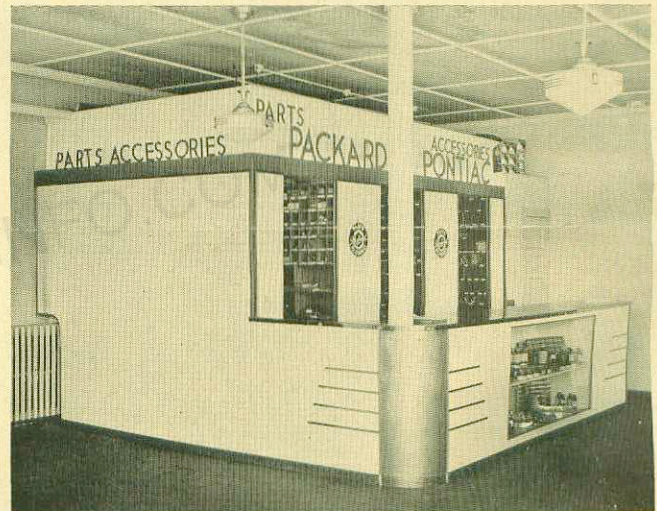
A "Carstarter" switch that is out of adjustment, or a loose mounting screw, would prevent contact in the switch, and in effect cause failure to crank.

A defective starting motor solenoid switch would obviously fail to make contact for the starting motor. See Service Letter 9-1-43.

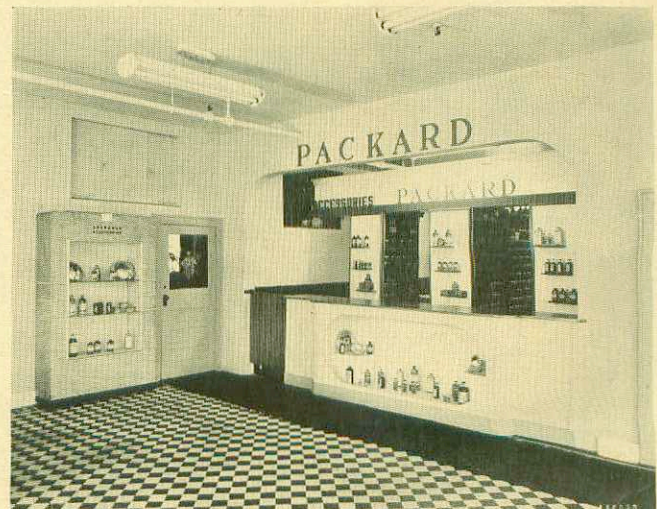
## NEW FACILITIES



THE RINGGOLD CORPORATION., BUTLER, PA.



DON WELCH MOTOR CO., LOCK HAVEN, PA.



DOHLER BROTHERS, INC., PITTSBURGH, PA.