

PACKARD

Service Counselor

PARTS * ACCESSORIES * PRODUCT * PROFITS

INSTITUTIONAL

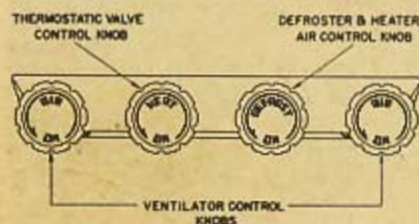


PROMOTIONAL

VOL. 21, NO. 22

DECEMBER 1, 1947

Heater and Defroster Instructions



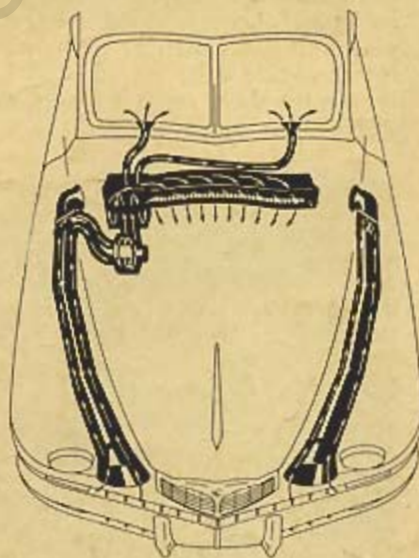
6. Regulate the HEAT knob until the desired car temperature is obtained. The knob may be left in this position throughout the winter unless a higher or lower temperature is desired, as the selected temperature will be automatically maintained by thermostatic action.

Winter Use

1. Turn both AIR ventilator knobs to the fully closed position.
2. Turn DEFROST knob counter-clockwise to the fully on position. In this position the heater outlet is shut off and all of the heater air is directed through the defroster openings against the windshield.
3. Turn the HEAT knob on.
4. Press the Console Key Board HEATER switch once. In this position the heater fan is running at maximum speed; pressing the switch a second time reduces the fan speed. Pressing the switch a third time stops the fan motor.
5. When the engine reaches normal operating temperature turn the DEFROST knob clockwise to select the minimum amount of defroster air necessary to keep the windshield clear. This also directs the air downward into the car.

Summer Use

The fresh air heater may be used to supplement the ventilating system by providing cool air ventilation while parked or driving at low speed. Turn the DEFROST knob and the HEAT knob to the off position and then operate the heater fan at full speed.



FRESH AIR SYSTEM

Newly Appointed Parts and Service Manager

E. D. ("Ted") Longenecker has been promoted to Manager of the Parts and Service Department it was announced by Karl M. Greiner, General Sales Manager.



Assistant Parts and Service Manager from September, 1944, shortly after he joined Packard, until his promotion, Longenecker's background "qualifies him in every respect for this post which has come to the fore at Packard in recent years as a major activity important alike to Owners, Dealers and the Factory," Greiner said.

Longenecker was engaged in field service work as service representative and zone service manager with General Motors Corp. He also served on the faculty of the General Motors Institute as instructor in retail service management fundamentals.

Wire Gasket Designed to Stop Oil Leaks at Differential



To prevent oil leakage at the differential retaining nuts, the rear axles on late 21st Series and all 22nd Series production are equipped with a new type copper wire gasket around all the carrier retaining bolts. The flat type copper gasket, part number 237673, formerly installed between the bolt heads and the flange inside the rear axle housing has been discontinued.

Part number 398505, now being used, is a round copper wire cut to length and bent into a circular shape. In assembly the wire gasket is slipped over each housing bolt after the carrier to housing gasket is installed and then the carrier is mounted and tightened. The wire will then become compressed between the carrier and axle housing faces.

Examination of wire gaskets that have been removed after compressing reveals the soft copper wire flattens out and forms a tight seal around the bolt and in the bolt hole chamfer, thereby preventing any oil from working out along the bolt or around the retaining nuts.

In order to prevent oil leaks from occurring at the retaining nuts on other models in the field, it is recommended that these new gaskets be used whenever carriers are changed for any reason.

Convertible Top Adjustments

Due to recent inquiries from the field concerning two important Convertible top adjustments, we are reprinting paragraphs 24 and 27 of the Packard Service Manual, Section 1, The Hydraulic System of the 1948 Convertible, as follows:



Fig. 22—Side Rail May Be Raised or Lowered by Shifting Serrated Bracket Indicated by Arrow.

24—ADJUSTMENT OF SIDE RAIL—HIGH OR LOW

If a side rail is too high or too low in relation to the tops of the door window and the quarter window, the affected side rail may be lowered or raised by shifting the serrated bracket indicated in figure 22. The brackets are attached to panels located on each side of the rear quarter and are accessible without removing the rear quarter trim panels.

To raise a side rail, unlock the top and lower the top approximately half-way. Loosen the three retaining nuts which hold the serrated plate and link assembly to the panel and move the plate downward. To lower a side rail, unlock and lower the top approximately half-way, loosen the three retaining nuts, and move the plate upward.



Fig. 24—One of Two Adjusting Screws Controlling Top Forward Movement and Fit at Quarter Window.

27—GAP OR INSUFFICIENT CLEARANCE AT QUARTER WINDOW

Figure 24 shows one of the two adjusting screws which control the forward movement of the top. These screws also control the fit of the top at the curved rear section of the quarter window. While these adjusting screws are hidden from view they are, nevertheless, accessible without removing any of the rear quarter trim.



Fig. 25—If Top Gaps as Shown, Turn Adjusting Screws "In". If Too Close, Turn Screws "Out".

If a gap exists, as shown in figure 25, between the curved rear section of the quarter window and the weatherstrip attached to the curved rear top rail, loosen the adjusting screw locknut and turn the screw in until the gap is closed.

If the curved rear top rail fits too tightly against the quarter window at this curved rear section, causing the weatherstrip to be tightly compressed, loosen the locknut and turn the adjusting screw out until the pressure is relieved.

Frozen Door Locks

Frozen Door locks are a cause of frequent complaints in cold weather.

The trouble is caused by condensation of water in the lock or by water from outside sources gathering in the lock cylinder and freezing. It takes only a drop or two of water to freeze the lock.

Either park the vehicle in a warm place and allow the ice to thaw, or melt the ice by repeatedly heating the key and inserting it into the lock cylinder.

Then—to prevent further trouble—remove the lock cylinder, clean the parts, and pack the barrel with Trico Wiperlube, number 23-8. Then reinstall the cylinder and wipe off excess lubricant.

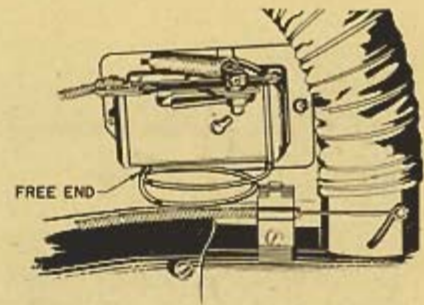
Heater Thermostat Pressure Tube

To obtain proper heat from the new fresh air heaters, it has been found necessary to change the position of the pressure tube of the heater thermostatic valve.

This change has been made in production and is to be made in all cars shipped from the factory prior to November 10th.

The thermostatic valve is located on the inside of the dash behind the glove compartment and above the heat distributing manifold. The thermostat pressure tube is coiled on the lower side of the valve with the free end inserted into the case. The free end is on

the side of the valve nearest the center of the car.



By reaching over the heat distributing manifold and prying downward on the end of the tube with the fingers, the free end may be pulled out of the valve. Unroll the tube and extend out under the glove box.

Drill or punch two $\frac{3}{16}$ -inch holes in the bottom of the glove box $1\frac{3}{8}$ inches from the rear of the box, one $5\frac{1}{2}$ inches from the right-hand edge of the box and the other $1\frac{3}{4}$ inches from the same point.

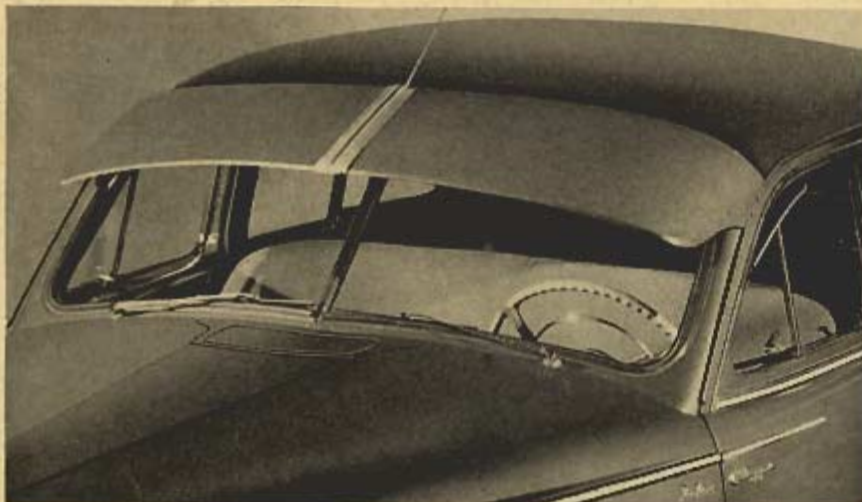


Install two clips, part number 371211, or one similar, using 10-32 x $\frac{3}{8}$ -inch round head screws and flat washers through the holes in the bottom of the box. Bend the clips down so that the loop extends about $\frac{1}{2}$ inch below the bottom of the glove box. This is important since air must circulate freely around the tube to assure proper valve control.

Bend the thermostat tube, as shown in the accompanying illustration, and install in the clips. Squeeze the clips together with pliers using care to prevent pinching the pressure tube.

Profit Building Accessories

Outside Sun Visor



An all-steel outside sun visor, designed by our Styling Division to complement Packard body lines, now is available as an accessory.

The Packard Custom Visor shields the driver from sun glare and, in addition, is designed to aid the wind stream in helping keep the windshield free of snow, sleet, and insects.

Door Pull-To Handles

Door pull-to handles now are available for installation in body types 1401-1502-05-12-15-72-75-82-85-92-95-1612-15-72-75-82-85-92-95.

Complete door pull-to handle equipment is furnished for two doors under part number 394486. See Parts and Accessories Bulletin Dealer 47P-30 for prices and installation instructions.

Cleaning White Wall Tires

Owners who now have their first new white wall tires in years naturally want to keep them looking their best.

Packard White Tire Cleaner, again available, is suggested and recommended for this purpose as it will not turn white walls yellow as many soaps and cleaners are likely to do.

The top of the visor is furnished in prime coat ready for finish painting.

Order under part number PA-407655. Suggested installation time and prices are listed in Parts and Accessories Bulletin, Dealer 47P-32.

Rear Fender Shrouds

Rear fender shroud assemblies are now furnished as special equipment on all 22nd Series cars with the exception of the Custom Eight on which they are standard equipment.

The Factory Parts Warehouse will not furnish these as complete equipments but rather as separate equipment for each side.

Each equipment includes anti-squeak, mouldings, clips, etc. in addition to shroud.

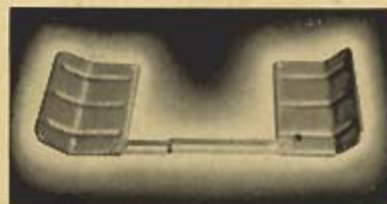
On models 2250-51-52-55-59 order right equipment under part number 411482, left equipment, 411483.

For models 2262-65-70-71-72-75-76-77-79-80-82-86-92-95 right equipment is part number 411484, left equipment, 411485.

Right equipment for model 2293 is part number 411480, left equipment, 411481.

Safety Angle Sells New Wheel Block

Many Owners will buy the new wheel block, PA-403617, on sight as it makes changing tires with a bumper jack safer by preventing forward or backward movement of the car when jacked up.



Ruggedly constructed of 14 gauge steel, the wheel block occupies little space when folded. It opens easily and is slipped under the wheel opposite the one on which the tire is to be changed. The more pressure exerted on the block, the firmer it holds.



List price on the wheel block is \$1.80—low cost protection against mishaps when changing tires. The part number is PA-403617.

Auxiliary Floor Mats

There has been considerable demand for auxiliary rubber floor mats to protect carpeting in bad weather.

Heavy ribbed rubber mats, 13½ inch by 21½ inch, now are available as accessories. They can be used singly or in pairs in both front and rear compartments. Easy to remove for cleaning, they fill a definite need for carpet protectors in inclement weather.

Order under part number PA-407236. Prices are listed in Parts and Accessories Bulletin, Dealer 47P-29.