



Suggestions for Sealing Water Leaks

The correction of body water leaks first requires a thorough inspection of suspected areas to determine the source of the leak. The size and location of the opening will largely determine the type of sealer to select for the job. In most cases leakage can be eliminated by the use of rubber cement, "dum-dum," or liquid body sealer.

Occasionally the opening between the surfaces may be too wide to be sealed completely with liquid sealer. In such cases the opening should be carefully caulked with "dum-dum," using a putty knife or a caulking gun. After caulking,

flow liquid body sealer into the opening to form a continuous contact between the surfaces.

Sealer should be applied only to clean dry surfaces.

Before sealing, the surfaces should be thoroughly cleaned with gasoline to remove all traces of old sealer or dirt. After sealing, excess sealer should be removed from the surfaces by using gasoline before the sealer hardens.

The front compartment, the doors, the rear window, and the trunk compartment are the sections where water will most often make

its appearance inside the car. The following paragraphs point out places of possible leakage in each of these sections, and suggested methods for sealing them at their source.

FRONT COMPARTMENT

Water may enter at one point and make its appearance inside the body at a point sometimes a considerable distance from where it entered.

Water leaking into the front compartment can generally be traced to one of the points indicated in figure 1.

When leaks are traced to the windshield, the method of sealing is simple. If the water appears between the glass and the weatherstrip inside the car, apply liquid body sealer between the glass and the weatherstrip around the entire windshield on the outside of the car. If the water appears between the finishing moulding and the weatherstrip or the moulding and the instrument board, apply liquid body sealer between the weatherstrip (1) and the outside finishing moulding (2), between the outside moulding (1) and the body around the entire windshield, and between the outside division finishing moulding (3) and the weatherstrip. In addition, in cases where a severe leak enters at the division finishing outside moulding, it may be advisable to remove the division moulding and fill the screw holes with "dum-dum" to make a watertight seal at that point.

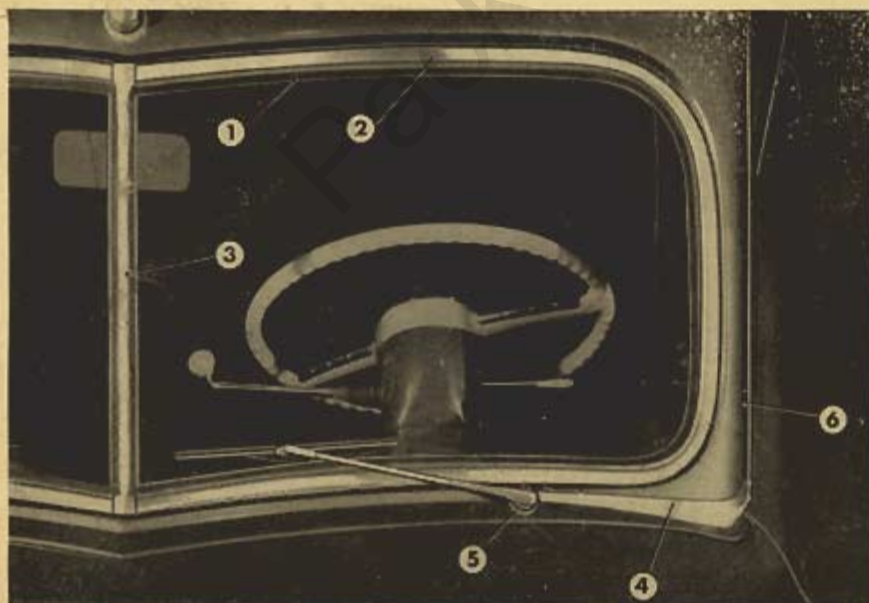


Fig. 1

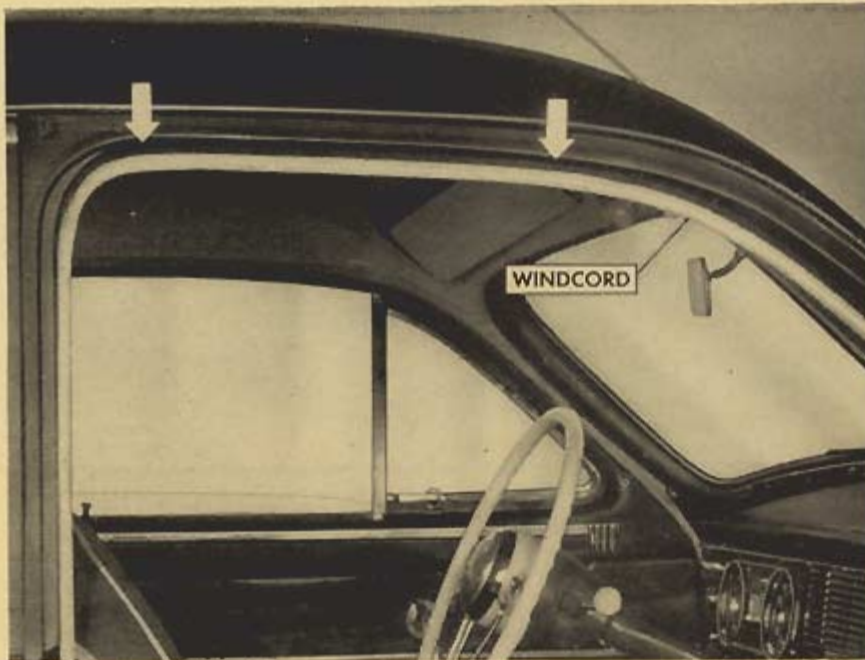


Fig. 2

When water leaking into the front compartment cannot be traced to the windshield, the point of entry is often very hard to locate. Water may enter through the cowl side belt moulding (4) stud attachment holes, between the windshield cleaner pivot shaft spacer gasket (5) and the body, or through the seams at the roof rain gutter moulding (6). In all of these cases the water may run onto the forward side of the instrument board and finally drip, or it may follow the cowl side panel and show up at the base of the cowl side trim panel. Water appearing at the base of the trim panel may also be entering between the fresh air duct adaptor gasket and the body.

Minor leaks at the cowl side belt moulding (4) may be sealed by forcing liquid body sealer between the moulding and the body. In case of a severe leak at this point remove the moulding, fill the stud attachment holes with "dum-dum" and reinstall the moulding.

Leaks at the windshield cleaner pivot shaft (5) may be corrected by removing the wiper arm and then removing the spacer retaining nut. Lift off the spacer and the gasket, apply rubber cement to both sides of the gasket and reassemble.

If water enters the body at the spotwelded joints of the roof panel and the rain gutter moulding (6), seal along the entire seam. Using

a caulking gun, force sealer well into the spotwelded crevices. After

excess sealer has been cleaned off, the area sealed may be touched up with color to match the body.

Water entering at the fresh air duct adaptor gasket may be eliminated by applying liquid body sealer between the gasket and the adaptor and between the gasket and the cowl panel around the entire gasket.

DOORS

Water leaks at the doors can usually be divided into two groups.

1. Window wings
2. Door weatherstrips

When a leak is traced to the window wing, two causes should be investigated. The more common fault is improperly fitting weatherstrips. If water is admitted between the bottom of the wing and the weatherstrip, it may be necessary to shim the weatherstrip retainer to fit.

Wet windcord around the doors is an indication of poorly fitting weatherstrips, especially at the top

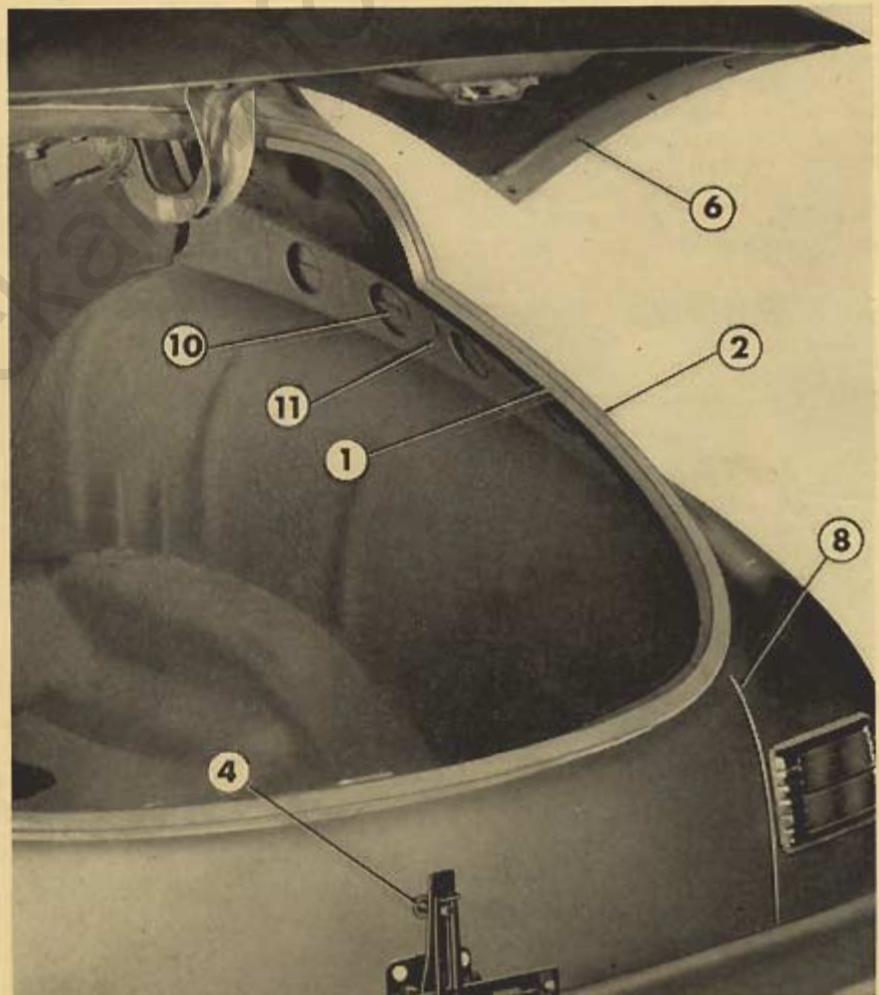


Fig. 3

or front edge of the doors. (See figure 2). To check this condition, place narrow strips of paper between the door weatherstrip and the body opening and use them as a feeler gauge to determine whether or not the weatherstrip is contacting the body. A drag should be felt when the paper strips are pulled. Sections of the weatherstrip which do not make proper contact with the body should be shimmed by cementing strips of rubber between the door and the weatherstrip.

Leaks at the curved section of the front doors, opposite the instrument board, are usually due to insufficient compression of the weatherstrip on the body. Remove the retaining screws and install a thin piece of rubber behind the weatherstrip and reinstall the screws.

The stub arrows in figure 2 indicate the welded joints and seams at the top of the door opening where the roof rail and pillars are joined. If the metal is rough or has a depression, leakage past the weatherstrip may result. To correct a leak at these points, smooth or fill with glazing compound and touch up when dry.

REAR WINDOW

Correction of leaks at the rear window can be accomplished by flowing liquid body sealer between the glass and the weatherstrip, between the weatherstrip and the finishing rim, and between the finishing rim and the body around the entire rear window.

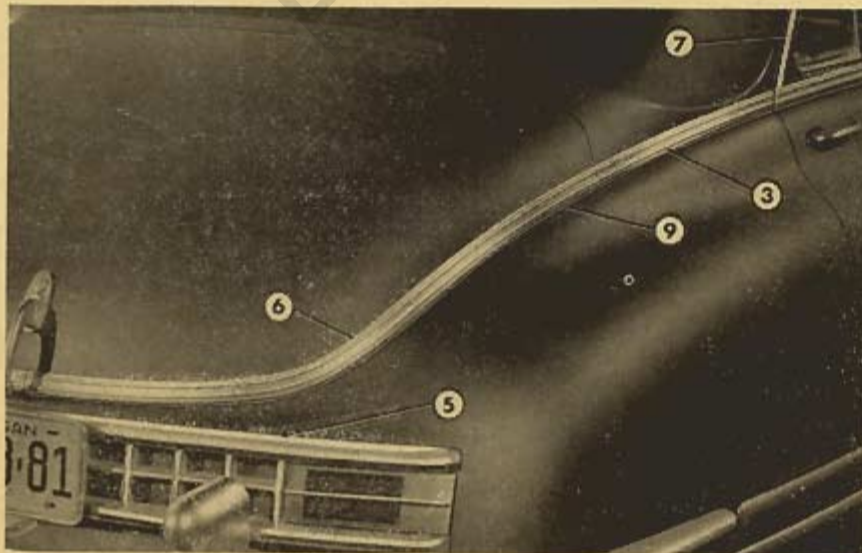
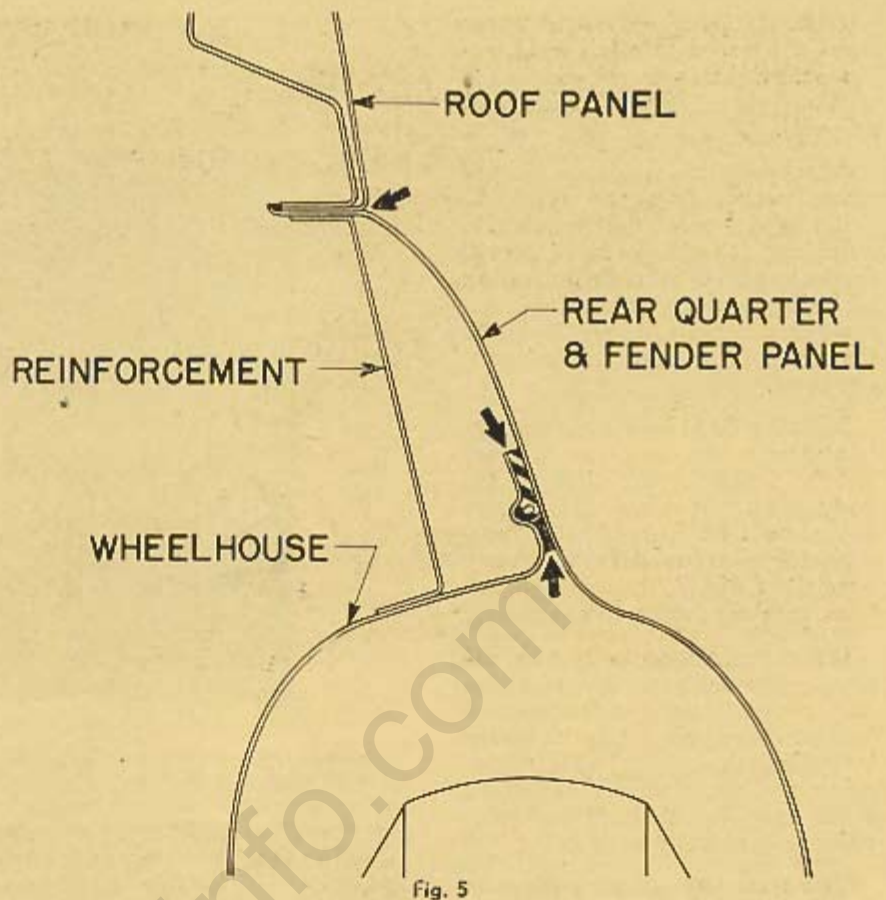


Fig. 4



TRUNK COMPARTMENT

Water leaking into the trunk compartment can generally be traced to one of the points indicated in figures 3 and 4.

The trunk lid itself should be inspected for proper alignment and adjusted as necessary.

WEATHERSTRIP—If the trunk lid is properly aligned, the trunk

lid weatherstrip may be checked for proper fit by the method previously outlined for the doors, and the fit can usually be corrected by shimming just as in the case of the door weatherstrip.

If the weatherstrip is deteriorated it cannot seal properly and should be replaced. To install weatherstrip, clean the surfaces with gasoline and brush a thin, even coat of rubber cement onto each surface. Allow the cement to dry until it becomes tacky and will not transfer to the fingers. Press the weatherstrip firmly into the drain gutter and close the trunk lid. When closing the lid, place paper between the lid and the weatherstrip to prevent the lid from pulling any section of the weatherstrip out of place. Let it stand undisturbed for at least two hours.

BELT Moulding CLIPS — Water may enter through the belt moulding attaching holes (3). When leakage appears at these holes, remove the moulding and fill the holes with "dum-dum." Apply "dum-dum" to each clip, reinstall the moulding and apply "dum-dum" around the holes from inside the trunk compartment.

TAIL LIGHTS — When water leaks are traced to a tail light, remove the light, apply rubber cement to both sides of the gasket and reinstall.

Attachment holes for the license plate bracket (4), the rear end grille (5), and the trunk lid moulding (6) should be inspected for leakage. If there is indication of leakage at any of these places, remove the parts, apply sealer at the point of leakage and reinstall the parts.

BODY SEAMS—When leakage is apparent but no point of entry can be found in the vicinity, the body seam above the rain gutter (7) should be sealed. It is possible for water to enter this seam near the front of the car and run back into the trunk compartment.

Leaks are sometimes found at the seams (8) between the rear end center panel and the fenders. A leak at these points may be sealed by filling the seams with sealer. After sealing, the surface at the seam may be touched up with paint to match the body color.

The seam (9) between the roof panel and the rear quarter and fender panel may be sealed by flowing liquid body sealer the entire length of the seam.

WHEELHOUSE—In production, a special seal is cemented into the opening (10) between the wheelhouse and the rear fender. Should further sealing become necessary, the opening may be filled with body sealer. Fill the upper part of the opening by working through the lightening holes in the drain gutter reinforcement (11) inside the trunk compartment. Fill the lower part of the opening by working from underneath the fender. The application of undercoating at this area will also assist in forming a more thorough seal against leakage.

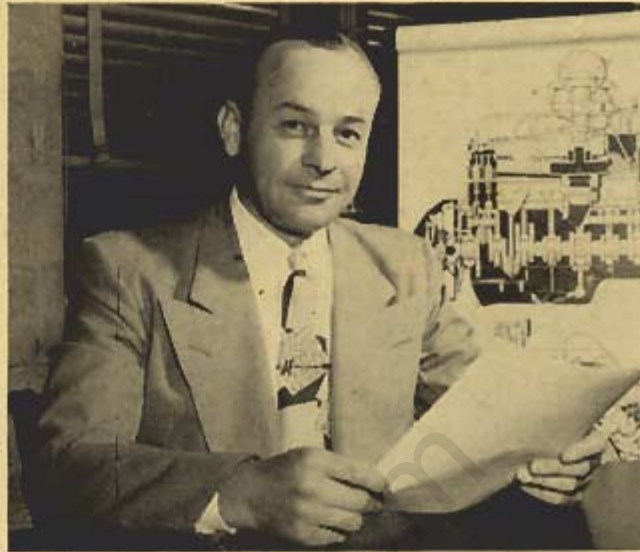
Inspection (Worm's Eye View)

Top-notch Service Salesmen make a point of checking quickly the underside of every car that goes on the lube rack.

A look at the exhaust system, springs, front suspension, and gas line often discloses a non-standard condition difficult to detect when the car is on the floor.

Your Service Staff

This is another in a series published to acquaint members of the Packard Field Organization with individual members of the Factory Service Department



N. E. Haber, now Claims Adjustment Manager, started with Packard in August of 1917 as storekeeper in the parts warehouse. He soon moved to the parts office as follow-up clerk on outside purchases, then as order clerk, export orders and shortages. Special assignments in the field on Parts Department routines and layouts came next and were followed by Parts Auditing of Factory-controlled inventories in the Field.

In August of 1937, he became Supervisor of the Service Claims Section and in 1945 was appointed Chief Claims Adjuster. About 7000 claims pass through his hands

each month, after which credits are issued and reports and summaries are made. These reports are used by Engineering and Manufacturing Departments for corrective purposes.

The Dealer and Zone Warranty and Policy Manuals are the results of his efforts. If a "No Credit" shows up occasionally on your RFA's, it's because some detail of this procedure was not followed and you will hear about it.

Having raised two boys, his hobbies would just have to and do include bowling, baseball and fishing. The standing on each remains a family secret.

DeLuxe Instrument Boards

The Std. 2292-95 Instrument Board can be changed into a 2262-65 by changing the following parts.

This, of course, is for appearance only.

Remove	Assemble	
401438	396484	Inst. board end trim right
401439	306485	Inst. board end trim left
401435	396486	Glove box door trim upper
401404	399395	Glove box door trim lower
401451	411638	Center panel trim
401399	411633	Ash receiver cover
*401441	411639	Radio opening cover
401443	411636	Cluster panel trim
401435	396486	Cluster panel trim upper
401405	396487	Cluster panel trim lower

*Omit if car is radio equipped