

# SERVICE Counselor

PACKARD MOTOR CAR COMPANY



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## Changes in Parking Brake Linkage

### 24th Series

The accompanying illustrations show the recent changes in the parking brake rods and the toggle assembly to provide a more positive lock for the handle assembly. These changes also may be adapted to early 24th Series vehicles.

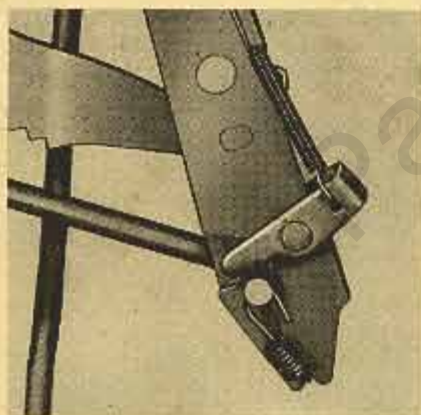


Fig. 1

Figure 1 shows the manner in which the lower end of the brake handle rod now is held in place. On early cars, a spring is used on the opposite side of the flange or extension at the bottom of the toggle assembly and the upper end of the spring rests in a groove in the rod.

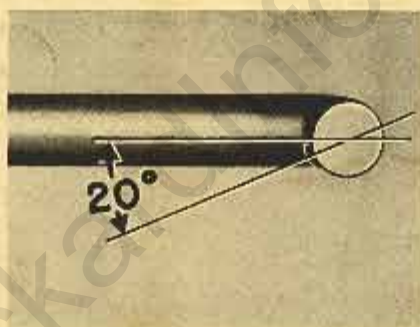


Fig. 2

The late design rod has a  $\frac{1}{8}$ -inch hole, countersunk at both ends, and drilled at a 20 degree angle to the centerline of the rod. See figure 2. The center of the hole is  $\frac{5}{16}$ -inch from the end of the rod. When this

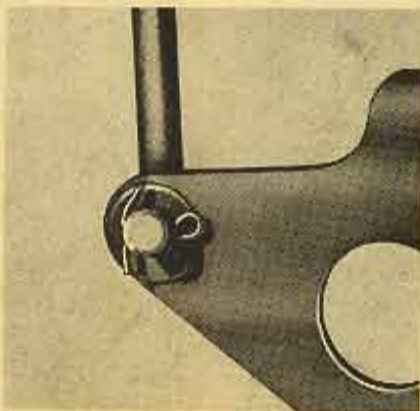


Fig. 3

hole is added in an early rod, the original spring should be discarded and the late type spring, part number 433557, should be installed.

A  $\frac{7}{16}$ -inch hole has been added at each end of the toggle to relay lever rod and cotter pins now are used at these locations. See figures 3 and 4. Spring type clips are used at these locations on early cars.

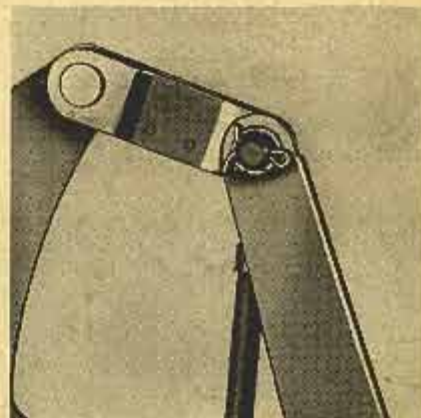


Fig. 4

When drilling the  $\frac{7}{16}$ -inch holes in early rods, the centerline of the hole at the lower end of the rod should be  $\frac{5}{16}$ -inch from the rod end. The hole at the upper end of the rod should be drilled as close to the end of the rod as is possible.



# Windshield Replacement

## 24th Series

All 24th Series vehicles are equipped with a curved, one-piece windshield locked in its opening with a rubber wedge in a multi-slotted rubber weatherstrip.

Before starting to remove the windshield, place protective covers over the bonnet and front fenders and over the top of the instrument panel. The cover over the instrument panel may be held in place with masking tape.

**Note:** For photographic purposes, the protective covers were omitted in the accompanying illustrations.

### Removal

After covering the instrument panel and bonnet, remove the windshield wiper arms and blades.

Loosen, but do not remove, the wiper pivot assembly retaining screws under the upper cowl panel so that the assemblies can be raised slightly. On early cars, easy access to the retaining screw for the right-side pivot is partially obstructed by a metal flange. Drilling a  $\frac{3}{8}$ -inch hole through the flange and directly below the screw head will facilitate loosening and tightening the screw. On later cars, this hole is already in the flange.

Remove the rear view mirror and bracket and the windshield inside finishing mouldings.

Remove the screw, indicated by arrow "A", figure 1, behind the weatherstrip at the outer end of the right or the left lower finishing rim and remove the rim. Repeat this operation at the opposite side.

**Note:** On early cars, a retaining nut and spacer was used below the windshield glass inside the car instead of sheet metal screws at the outer ends of the rims.

The upper outside finishing rims are removed after the windshield is taken out.

Remove retaining nuts and spacers "B", figure 1, and then move the center outside finishing rim either to the left or to the right to get one end of the rim out from under one of the wiper pivot assemblies. Raise this free end and then remove the rim.

Using a blunt hook, as shown in figure 2, pull one end of the lower rubber wedge out of the weatherstrip and then slowly pull out the wedge. Remove the upper wedge in the same manner.

The glass and the weatherstrip are removed together. Working from outside the car, push outward with one hand against one upper corner on the inside of the glass while steadying the glass with the other hand on the outside. Repeat this operation on the opposite side.

After the lip around the weatherstrip is on the outside of the windshield opening flange along the sides and top, the glass is ready for removal and may be lifted off the lower flange. Two men should lift the glass out because it is large and rather heavy.

With the windshield out of the car, remove the upper outside finishings rims and then work the weatherstrip off the glass exercising care so as not to cut or tear the rubber.

### Inspection

Inspect the flange around the windshield opening in the body. Sharp or burred edges should be cleaned up otherwise they may cut the weatherstrip when the glass is being installed. Irregular or bent sections of the flange should be straightened so that an undue strain will not be placed on the glass at one particular point.

Carefully inspect the weatherstrip and the wedges for cuts or other possible damage and replace if necessary. Inspect the edges of the new windshield glass for cracks or chips which might cause the glass to crack after it is installed.

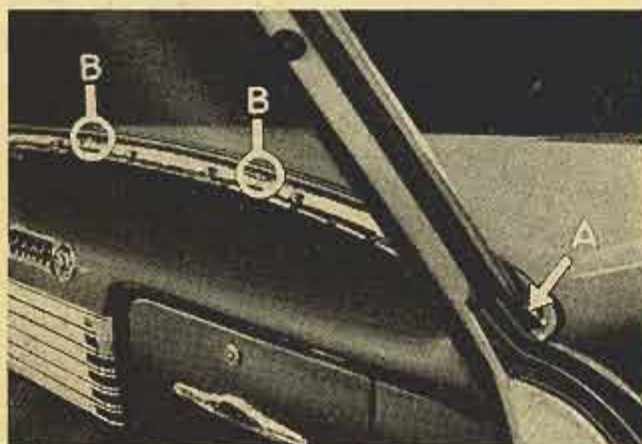


Fig. 1

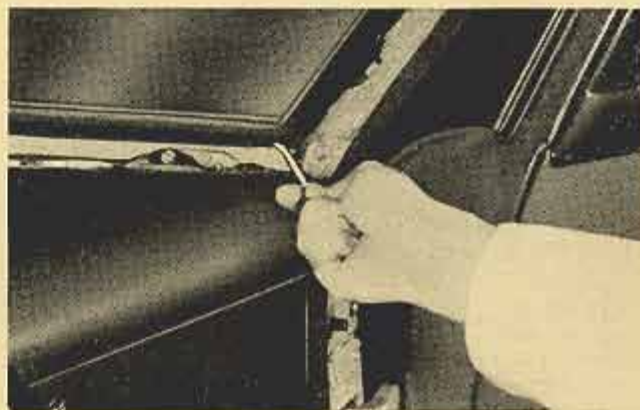


Fig. 2



### Installation

Work the weatherstrip over the edges of the glass with the slot for the wedges toward the inside of the glass. See figure 3.



Fig. 3

Apply a soap and water solution or lubriplate all around the weatherstrip in the slot for the wedges, figure 4, and also in the slot which engages the flange in the body.

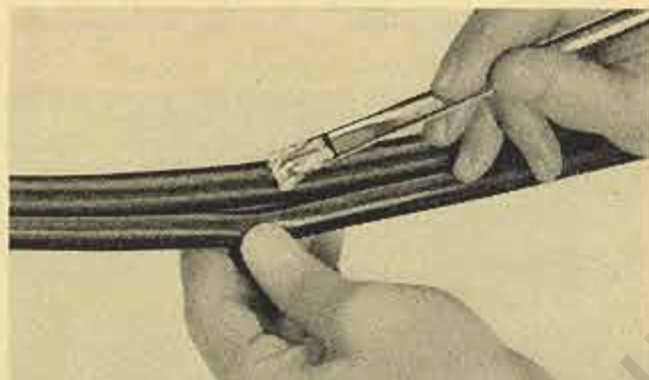


Fig. 4

Place a heavy cord, preferably sash-cord about 17 feet long, around the weatherstrip in the slot which engages the flange in the body. See figure 5. The cord should be installed so that the ends will cross at the bottom of the glass. The ends of the cord then should be taped to the inside of the glass as shown in the inset in figure 5.

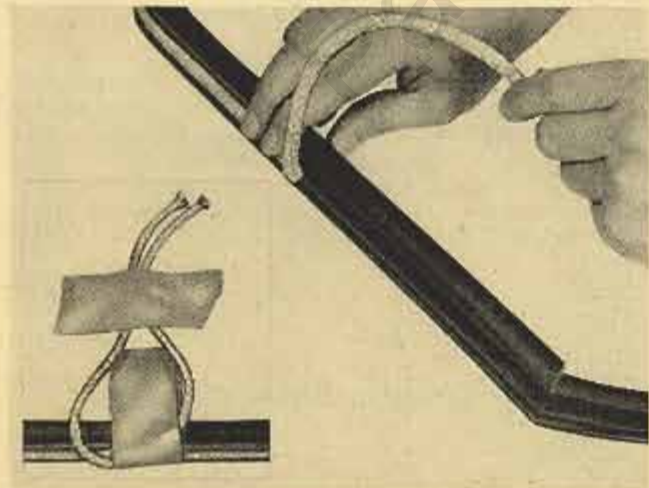


Fig. 5

Coat the inside of the upper finishing rims with weatherstripping cement, figure 6, and install the rims by working the rolled-over flanges of the rims over the lip on the weatherstrip.

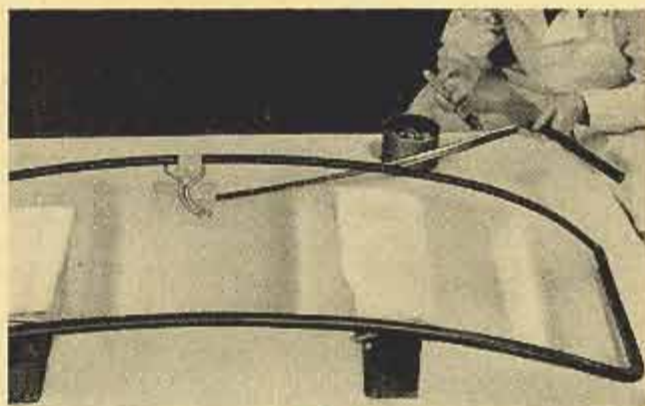


Fig. 6

Hold the weatherstrip, cord, and finishing rims in place with strips of masking tape as shown in figure 7.

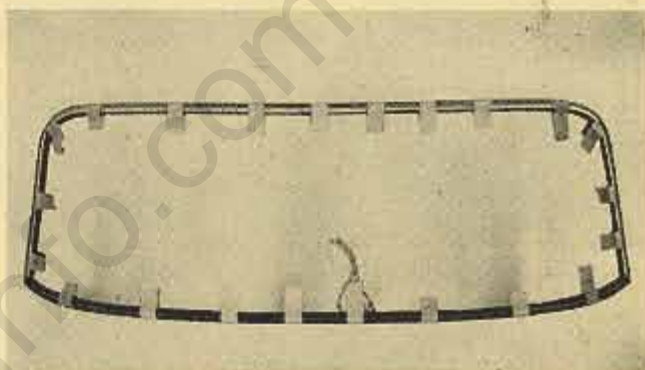


Fig. 7

Place the assembly into the opening in the body and use a blunt hook to work the outer lip of the weatherstrip over the lower flange. Work the assembly downward as far as possible and center the assembly. Be sure the weatherstrip is in place under the wiper pivot assemblies. Figure 8 shows the assembly being worked over toward the left side of the car. This is done from the right side with one hand on the inside of the car and the other hand on the outside and bringing them together in a clapping motion while pushing them forward.



Fig. 8



Two men should perform the following operations which involve removing the cord to work the inner lip of the weatherstrip over the flange.

The man inside the car should pull inward on one end of the cord while the other man pushes or slaps on the outside of the glass at the point where the cord is coming out of the slot in the weatherstrip. See figure 9. Continue this operation until the cord is pulled out to approximately the center of the glass at the top and then repeat the procedure on the opposite side.

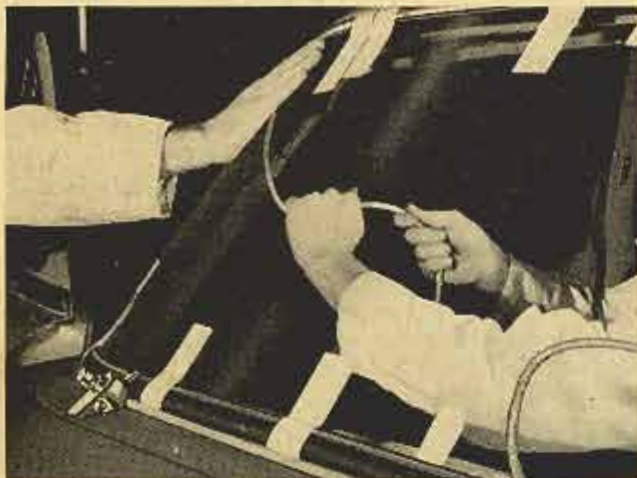


Fig. 9

After the cord has been pulled out of the slot, the inner lip of the weatherstrip should be over the flange all around the weatherstrip; however, if the lip is not over the flange at some location, it can be worked over the flange with a blunt hook as shown in figure 10.



Fig. 10

Place a strip of masking tape at the center of the glass both at the top and bottom. Using Weatherstrip Insert Seal Replacer Tool J4734-1, thread the lower wedge (the short wedge) through the eye of the tool as shown in the inset in figure 11. Thread the wedge through the tool until the center of the wedge is reached with the ends of the wedge an equal distance from the eye of the tool. Brush lubriplate over the end of the tool and on the wedge.

Starting from the center, work the tool into the slot in the weatherstrip and then work the tool toward the left side of the car. See figure 11.

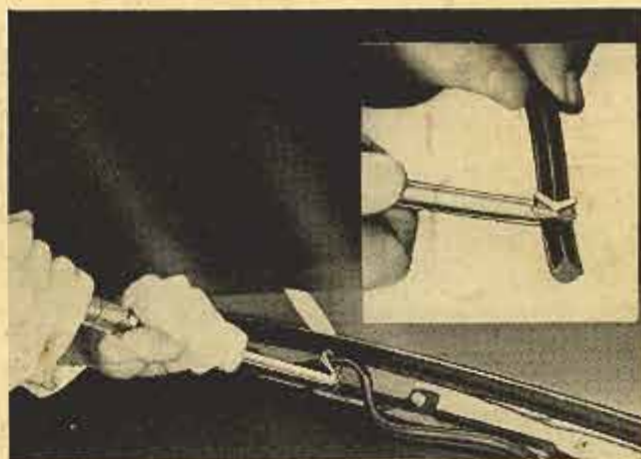


Fig. 11

After the wedge is installed on the left side, use tool J4734-2 to install the right side half of the wedge. See figure 12.



Fig. 12

The upper wedge is installed in the same manner as the lower wedge—that is, starting from the center and working outward and then down the sides. Tool J4734-1 is used for the right side and tool J4734-2 for the left side.

Before installing the center outside finishing rim, pack body sealing compound around the retaining bolts to prevent a possible water leak at these points. See figure 13. After the right and the left finishing rims are installed, work sealing compound between the rim and the weatherstrip starting from the wiper pivot assemblies and working outward.



Fig. 13

Tighten the wiper pivot assembly retaining screws and then reinstall the wiper arms and blades and the parts previously removed on the inside of the car.