

SERVICE C

PACKARD MOTOR CAR COMPANY



Counselor

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Chrome Plating

Government restrictions have curtailed the use of nickel for chrome plated parts.

The enamel coated trim parts are plated as follows: Copper plated, *no nickel used*, chrome plated and a coat of clear synthetic enamel baked on. These trim parts can be identified by: a slight trace of orange peel, a soft velvet appearance and not a sharp, bright mirror appearance; also will appear to have a glass-like coating.

Extra care must be taken when polishing the car with a power buffer, as the enamel seal, when broken, will cause rust and corrosion to start on the chrome surface. Some of these parts are easily removed. Those that cannot be removed without difficulty should be covered so that the buffer will not touch the enameled surface. If a masking tape is used, be very careful to press the tape on very lightly, as the enamel coating may come off when removing the tape if it is pressed on too tightly.

The enamel coated parts can be polished with Blue Coral Sealer or a wax type sealer. *Never use an abrasive cleaner or lacquer thinner to clean these parts.*

Damaged enamel coated parts such as scratches, nicks, etc., can be repaired as follows: Feather-edge the damaged area by wiping carefully with a cloth dampened with a lacquer thinner. Also carefully clean the bare chrome in the damaged area by wiping it with a clean cloth dampened with thinner. Touch up with a brush or spray gun using air-dry, clear synthetic enamel, *not a clear lacquer*. Never remove any more of the enamel coating than is necessary, as it is baked on and has greater adhering qualities than when applied cold.

NOTE: Care must be exercised in cleaning so that no thinner will come in contact with painted surface of the car.

Stainless steel and copper nickel chrome trim parts (not covered with clear enamel) can be cleaned by using Packard Chrome Cleaner Part Number PA-239975 and protected by coating the surface with a coat of wax or a thin coat of light oil.

Stainless steel service parts have a light protective coat of transparent plastic. This coating should be removed with lacquer thinner before the parts are installed.

CHART OF BRIGHT METAL FINISH TRIM PARTS

STAINLESS STEEL	COPPER NICKEL CHROME	CHROME—CLEAR ENAMEL COVERED
Trunk Lock Cylinder Rear Fender Louvers Wheel Shell Covers Belt Mouldings Roof Drip Moulding Covers Window Frames W/S Frame and Mouldings W/S Wiper Blades W/S Wiper Arms Fender Mouldings Front Fender Barbs Head Lamp Seal Beam Retainers	Bumpers Bumper Guards Hub Caps Door Handles Wiper Drivers Vent Window— Frames Rear Window— Divisional Bars Antenna	License Lamp Tail Lamp Doors Head Lamp Doors Trunk Handle Rear Window Belt Moulding Clips Bonnet Ornament (Std.) Bonnet Ornament (Pelican) Radiator Grille Tail Lamp Extensions Rear Fender Trim Shields Rear Fender Stone Shields

As of this date, the bright metal trim parts are used as listed in the chart, but are subject to change without notice.

We are supplying chrome in accordance with national emergency regulations. Our usual policy with regard to replacements does not apply.

Dealers should advise owners of the importance of taking care of this chrome.

Your Service Staff

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



Alexander (Alec) L. Elkins, who heads up the Packard Service Training Program, has served many years with Packard.

His new duties are compiling and writing Serviceman's Training Books, sound slidefilms with complete information on the unit to be covered. These training books will cover in a step by step manner the disassembly, servicing, assembling, and trouble shooting of the unit. He will also conduct schools for the Zone personnel.

He is now preparing a complete Service Training School on brakes, including the new and outstanding Easomatic power brake. This school will be held in the near future.

During World War I days, he was an instructor in U. S. Naval Aviation, teaching sailors and marines maintenance of aircraft engines. His fine knowledge of the subject soon earned him a license by the Civil Aeronautics Administration as an aircraft engine instructor and mechanic.

He started with Packard-New York more than 25 years ago as a mechanic. After a short period of time, he moved up as a tester for Packard-New York in the Long Island City Service Department. Due to his knowledge of the Packard car mechanically, and his ability as a mechanic, he was assigned to the Broadway Sales Department as a demonstrator—where he tuned his demonstrators to the highest degree to outperform all competition. The models he got the biggest kick out of were the speedsters, which he demonstrated to the buying public by doing 100 m.p.h. on the Vanderbilt Motor Parkway in order to make a sale.

In addition to demonstrating, he was an outside appraiser. During the late roaring twenties and early thirties, "Alec" would proudly lead a long procession of Packards up Broadway, through the cloud of ticker tape and confetti, on such occasions as greeting of Lindberg, Admiral Byrd, Post and Gatty, and many other celebrities of that time.

After he was through with his day's work at Packard, he instructed Aviation Mechanics in night schools. Immediately after Pearl Harbor, he was returned to the plant and assigned as a Field Service Representative to help lay out the curriculum and start the famous USAAF School here, for which he made a host of friends in the Air Force.

He was nicknamed by the "GI's," Professor "E Gap," the man who took the mystery out of magnetos and other electrical parts that went into the P-51 airplanes. He instructed USAAF, RAF, RCAF, Norwegian, Chinese engineering officers and many Packard technical representatives in the fundamentals of aircraft engines.

When the school contract was eventually terminated, he was sent to Dallas as a technical representative. Returning from Dallas in early 1945 after completing this assignment, he became a trouble shooter in production, where he remained until the end of the war. Since then, he has been with production and inspection, where he has made many friends with the production workers and management.

His hobby is photography, and he has a fine collection of pictures to bear this out.

Brake Backing Plate Bolts

24th Series

Loose rear brake backing plate bolts can cause a grease leak and a snapping noise in the brakes when applied. It may develop into a more serious trouble if the bolts are left loose.

Due to the compression of the gasket and the seating of the mating parts the bolts may require retightening after a few thousand miles of operation.

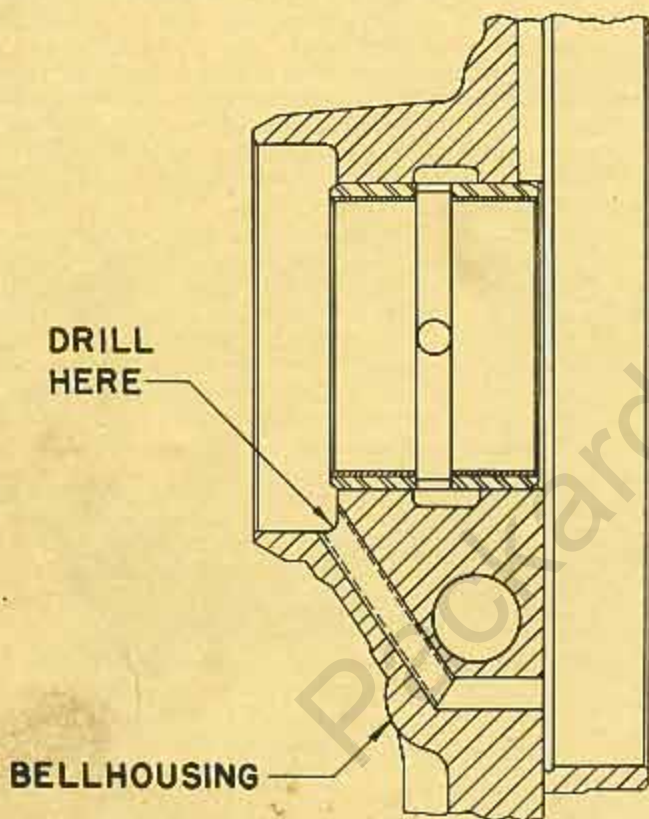
It is recommended that the backing plate bolts be checked and tightened if necessary as part of the 3000 mile inspection. They can be checked by trying to turn the bolts from the outside of the backing plate. In most cases they can be tightened from the outside without removing the wheel and drum.

Ultramatic Bell Housing Oil Seal Drain Hole

Recently a change in production was made in the size of the bell housing oil seal drain hole. The drain hole was enlarged from $3/16"$ to $1/4"$ to increase the oil drain area, which will help to prevent oil leaking past the oil seal.

If the occasion should arise whereby the bell housing is removed from the transmission to replace an oil seal or the bushing in the bell housing, it is advisable to enlarge the $3/16"$ hole by redrilling the hole with a $1/4"$ drill. The broken line in the accompanying illustration indicates the area to be redrilled.

Remove the metal chips by blowing through the drain hole with compressed air.



Missing Parts on Returned Units

We have received units, returned for credit where the zone or dealer had requested information regarding troubles he had encountered but had been unable to diagnose.

Some of these units were returned with parts missing. It is important that all the parts are returned with the unit even though they are broken, etc., for they may play an important part in diagnosing the failure of the unit.

When returning engines, transmissions, differential carriers or any other units for credit be sure all the parts are installed and included with the unit.

Sticking Carburetor Chokes

A few reports have been received of the carburetor choke valves sticking.

It is generally found that the choke valve is sticking from gum around the valve shaft in the air horn.

This can be cleaned by squirting clean lacquer thinner or alcohol around the choke shaft. Move the valve back and forth to work the gum out.

This operation should be included in an engine tune up and should be checked when a hard starting or loading up condition exists.

Tool Price Correction

Please make the following correction in Service Counselor, Vol. 25, No. 9, September, 1951.

In the Article "Hydraulic Valve Tappets", the tool for testing hydraulic tappets is priced at \$5.95; this should be \$6.45.

Ultramatic Low Range Operation

High range clutch failure may in some cases be traced to using high range operation when low range operation should have been used.

Using high range operation on excessively hard pulls, throws an undue strain on the high range clutch plates. This can cause the clutch to slip, which consequently will cause the clutch to burn out in a very short time.

Low range operation should always be used in deep sand and on long, hard pulls. It also should be used when going up steep grades, ramps and when loading cars on haul-away trucks.

Driving down a steep grade in low range lets the engine act as a brake to reduce car speed.

Service Engines

24th-25th Series

All 24th and 25th Series engines including 2401 and 2501 that are shipped from Service Stock are equipped with hydraulic tappets.

It is suggested that an oil filter be installed on these engines at the time of engine installation.

Be sure when stamping the engine number to add the suffix letter "H" after the engine serial number.

Part No. 410960 Engine assembly (stripped) has been superseded by Part No. 436240 and has the hydraulic tappets.

Part No. 410961 Engine assembly (stripped) for Ultramatic equipped cars has been superseded by Part No. 436241 and has the hydraulic tappets.

Clutch Relay Shaft Kit Change

Please make the following correction in Service Counselor, Vol. 25, No. 10, October, 1951.

In the article "Clutch Relay Shaft Kit" it will not be necessary to order the additional parts as they are now included in the kit.

Window Weatherstrip Alignment

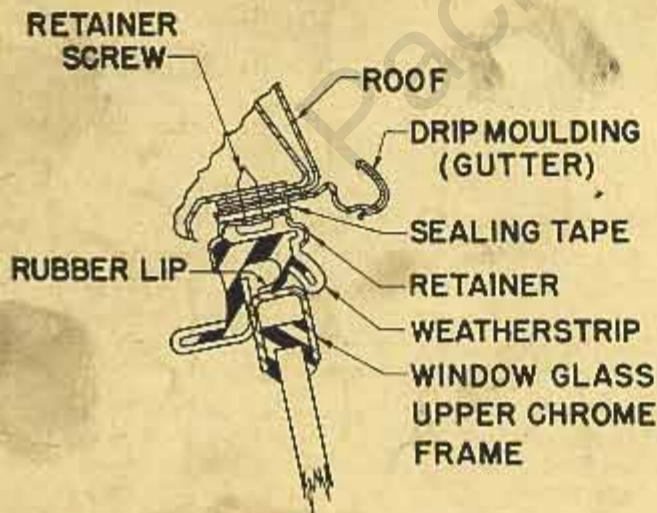
Mayfair and Convertible

Reports have been received of incorrect alignment of the windshield pillar post and roof rail weatherstrips on the Mayfairs and Convertibles. This incorrect alignment contributes to water and air leaks around the window frames.

The cross section illustration below shows the correct fit and alignment of the weatherstrip to the vent window frame and window frames. Be sure that when closing the door, the chrome window frame rubs lightly on the outer lip of the weatherstrip and does not rub hard enough to fold the lip under. After the door is closed, the chrome window frame should rest firmly against the inner lip of the weatherstrip.

The correct weatherstrip fit and alignment can be accomplished by the following procedure:

- Check the fit and alignment before removing the weatherstrip. Mark the places that need to be lowered or raised, moved in or out.
- Alignment can be obtained at times by adjusting the window stops either up or down or by tilting the window inward or outward with the adjustments that are located inside the door and behind the plugs located at the rear face of the door.
- The weatherstrip can be adjusted toward or away from the window frame by adding or removing a layer of the sealing tape. Part No. 435788 sealer tape (roll) is available through the Zone Parts Warehouse.
- The weatherstrips can be moved inward or outward by loosening the weatherstrip retainer screws and moving the retainers in the direction desired.



Ultramatic Linkage Adjustment

Change - 24th Series

An important change has been made in the Ultramatic throttle control linkage adjustments. Please change your Service Manuals accordingly.

In some instances the high range clutch hydraulic pressure did not increase in relation to throttle opening. In other words, the high range clutch pressure was 35 to 43 lbs. P.S.I. at idle but would not increase until about 40 to 50 M.P.H. This could cause the high range clutch to burn out in a very short time.

Please refer to the Packard Service Manual, Ultramatic Drive Section, Page 26, Fig. 89, Page 27, Fig. 90-91, and Service Counselor, September, 1950, Page 44, Fig. 1-2-3-4, for illustrations, and perform the throttle valve linkage adjustments as follows:

- After the engine is warmed up, set the idle to 375 RPM in high range, with the choke fully off and the throttle closed.
- Lay a piece of shim stock, .050" thick on each of the two milled surfaces on top of the cylinder head and directly ahead of the bracket supporting the cross shaft. Place the gauge P.U. 364 on top of the two pieces of .050 shim stock. Remove the carburetor air cleaner, fold a piece of cardboard and insert it back of the choke valve to hold the choke open and off the fast idle. Adjust the throttle rod so that the end of the short bend at the rear end of the rod will protrude through the hole in the cross shaft lever and enter the hole in the gauge. The rod can be lengthened or shortened by loosening the lock nut and turning the spring-loaded throttle over-ride. This adjustment determines the proper length of the throttle rod and corrects the relation of the throttle valve lever movement on the transmission to the carburetor throttle opening which will give the proper high range clutch pressure at all speeds.
- After the throttle cross shaft to carburetor rod has been adjusted, the throttle valve lever on the transmission must be re-adjusted, as described in the Packard Service Manual, Ultramatic Drive Section, Page 27, and Service Counselor, September, 1950, Page 44.
- Adjust the accelerator relay lever to throttle cross shaft rod, so when the carburetor throttle valves are wide open there is .015 inch clearance between the kickdown stop plunger and the cam on the cross shaft lever.

This change went into effect in production starting with engine numbers J268667, J419636, and J608641.

It is suggested that this new adjustment be made on all retail delivery inspection, also at the 3000 mile inspection on cars that were delivered previous to this article.

Electric Antenna Parts Change

24th Series

Please make the following change in Service Counselor, Vol. 25, No. 8, August, 1951.

In the parts list "Servicing the Electric Antenna" the part number 436260 Top Section and Nylon assembly has been superseded by Part number 436314 Antenna telescoping tubes and nylon assembly.