

SERVICE Counselor

PARTS • ACCESSORIES • PRODUCT

PACKARD MOTOR CAR COMPANY



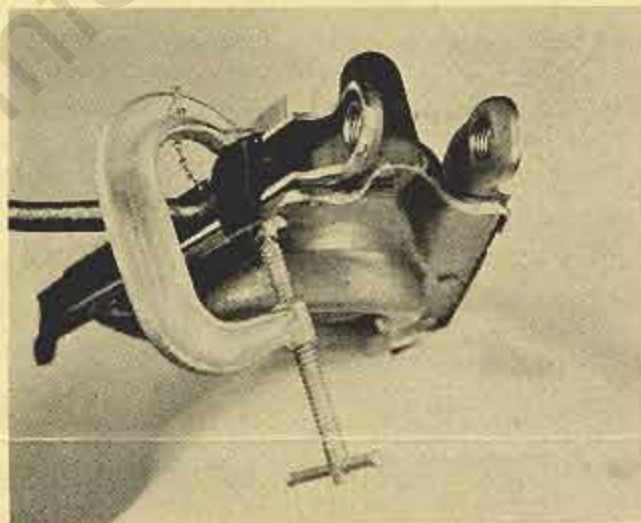
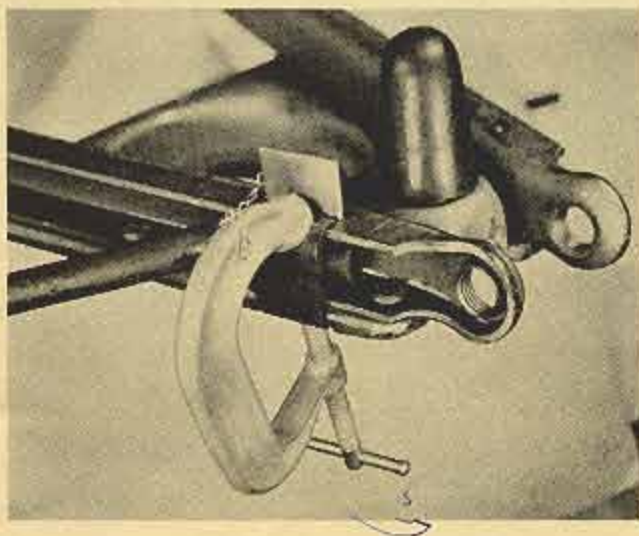
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JULY, 1951

J-4654 Stabilizer Bushing Retainer Clip Installer

There has been some misunderstanding as to the correct application and use of this installing tool for the front stabilizer bushing retainer clips at the lower support arms. The retainer clips for the bushings are difficult to install without a tool because of damage or the danger of clips coming loose because they were not properly installed.

The illustrations show the correct application of this tool. The wedge is placed in the holes on the upper side of the support arm channel to keep the two fingers on the retainer from working back as the clamp applies pressure downward on the retainer clip. The upper outer round corner of the retainer clip fits into the groove on the flat face of the anvil section of the clamp. The movable button end of the clamp screw fits against the flat surface on the



lower side of the support arm behind the outer flange of the support arm.

As heavy pressure is applied to the retainer by tightening the screw of the clamp, the clip is pulled down with a radial action to move or snap the lower flange of the clip into place at the recess on the support arm lower flange.

It may be necessary in some cases, due to slight variations, to tap the lower flange of the retainer clip into place with a hammer, while full application of pressure is being applied by the clamp.

To remove a retainer, insert a screw driver between the fingers on the upper side of the support arm and pry off the clip.

Steering Connecting Rod Idler Lever Kit

1941 through 1950

The 24th Series steering connecting rod idler lever and support assembly has proved to be more satisfactory than the threaded bushing type used on earlier model cars.

It provides greater steering stability, and control of toe-in is more positive, which contributes to increased tire life.

Kit No. 436228, steering connecting rod idler lever and support assembly is now available and can be used on all 1951, 20th, 21st, 22nd and 23rd Series cars.

Detailed parts in kit:

	<i>No. Required</i>
436227 Steering connected rod idler lever assembly (includes bushing)	1
419618 Steering connecting rod idler lever bushing	1
419631 Steering connecting rod idler lever support	1
419900 Steering connecting rod idler lever bushing retainer washer	1
451118 Nut 7/16	1

The kit is made up of standard 24th Series parts with the exception of the steering idler lever and ball stud assembly, which is a different length and design.

Parts for the early type idler arm assembly will no longer be furnished when the present stock is exhausted.

Rear Stabilizer Arm Bolts

24th Series

A number of reports have been received of the rear stabilizer spring seat arm bolts breaking.

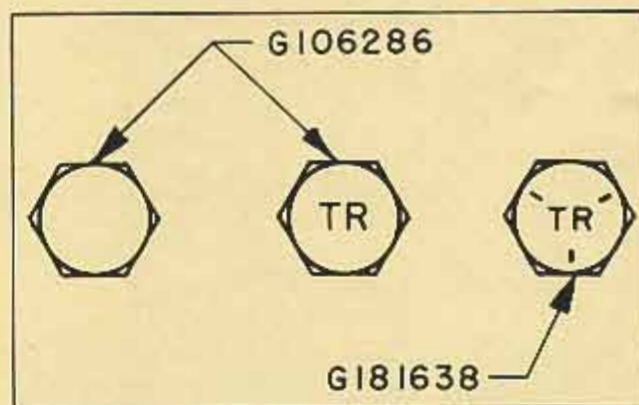
In a few instances, it was found that the wrong bolts had been installed. The bolts used in the steering connecting rod idler lever support are the same size and thread.

The bolt, Part No. G181638, is made of special steel and can be identified by the three radial marks on the head shown in illustration. Be sure to install only this type bolt in the stabilizer spring seat arm. Torque tighten to 45 to 55 ft. lbs.

The other two bolts shown in illustration under Part No. G106286 have been used in the steering connecting rod idler lever support and are now obsolete.

The letters "T. R." have no significance other than to identify the manufacturer.

Be sure the two stabilizer grommets, Part No. 418340, are adjusted to give equal pressure on each side of the spring seat arm when car has normal load.



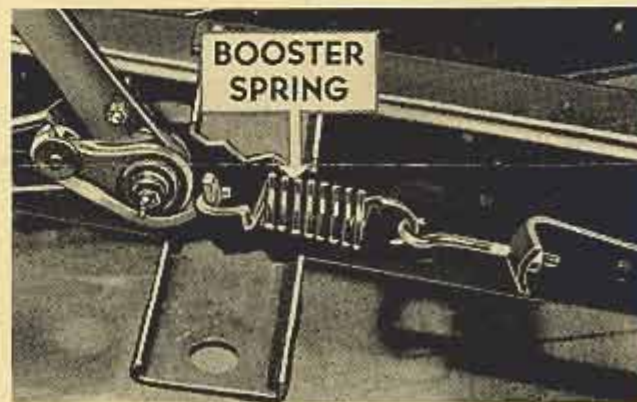
Clutch Pedal Pressure

Standard Transmissions and Overdrive Equipped Cars

If complaints of high clutch pedal pressure are received on cars equipped with standard transmissions or overdrives, the pressure may be reduced somewhat by adjustment.

These cars are fitted with a booster spring on the clutch pedal. The spring tension may be adjusted to supply more assistance, and thus decrease the pedal pressure, by turning up on the adjusting nut located on the eye bolt attached to a bracket on the outside of the frame.

Do not tighten the nut so far that the clutch pedal has a slow jerky action when engaging the clutch. The pedal pressure should not be reduced to the point where all sense of feel is lost.



Spark Plug Gap Setting

Spark plug gap setting has been changed from .028 plus or minus .0025 to .025 plus .003 or minus .002.

Please record this change in your "Tune-up Charts" and Service Counselor "Mechanical Specifications and Adjustments."

Electric Antennas Damaged When Returned

Several electric antennas have been returned that were damaged because of poor crating, deliberate bending of the extension tubes so they would fit the box, or just thrown in with other parts.

It is difficult for the Factory or the Vendor to diagnose the cause of the trouble in the antennas when they are returned in this damaged condition.

If the antenna is being returned because the extension tubes are fully extended and will not lower, they may be lowered (if motor runs) by connecting the black wire and ground wire (pig tail) to a battery and pushing the small tube until it is down to the next tube, then push both tubes down all the way. Be careful not to bend the tubes.

NOTE: Orange wire and ground wire (pig tail) connected to battery raise the antenna.

Do not attempt to push the extension tubes down if the motor does not run. Remove the long oval shaped aluminum tube that houses the nylon strip. Pull on the nylon strip to lower the extension tubes.

NOTE: The nylon strip will stand 150 lbs. pull if necessary.

If antenna still cannot be lowered, remove the three screws that attach the brass extension housing tube to the motor, lift off the housing tube assembly and pull the nylon strip from the motor. Then the extension tubes can be telescoped into the tube.

Unless due care is taken in protecting any returned goods, it may justify refusing credit.

Radiator Core Mounting

24th Series

A change in design has been made in the 24th Series radiator mounting, reducing the stress in the radiator core.

Radiator core leakage in some instances has been traced to undue stress which might contribute toward the opening up of soldered joints in the core.

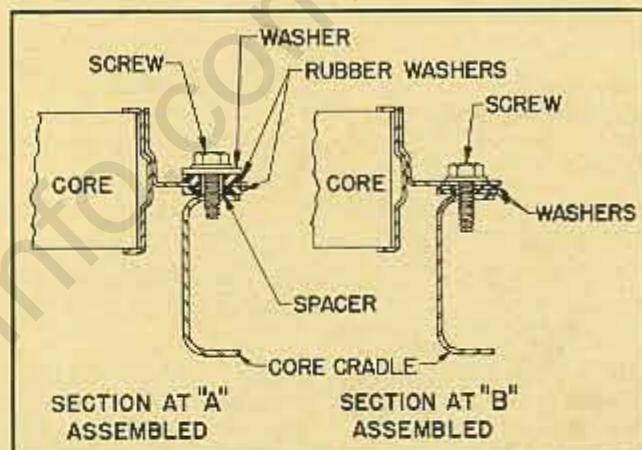
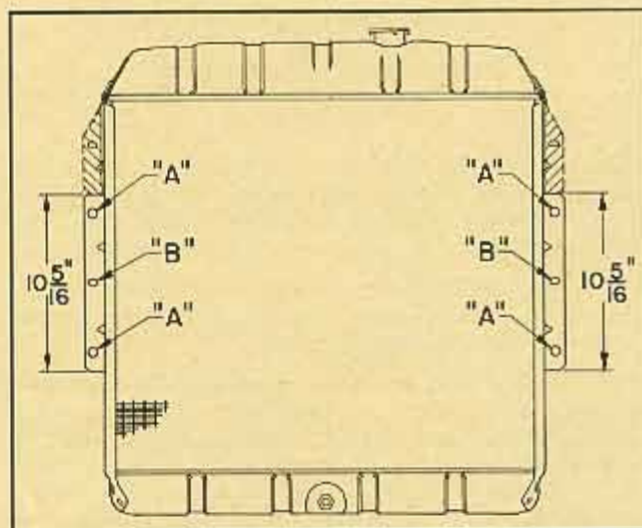
The stress can be relieved by reworking the flanges of the core assembly and installing Kit No. 436251. It is suggested that this be done whenever a core is removed for repair of a leak or for any other reason.

1. With radiator core off the car, saw off both upper sections of core flange (see illustration shaded area). **NOTE:** Do not disturb the part of the flange that is spot welded to the core strap or frame.

2. Drill out holes (marked "A") in core flange to $\frac{3}{8}$ inch. Holes (marked "B") are left as is.

3. Install steel spacers (sleeves), rubber washers and steel washers as shown in illustration (marked "A"). Mask tape washers to flange to hold in place.

Two flat steel washers are used as spacers at each hole (marked "B") and must be installed to the front side of the core flange. Mask tape washers to flange.



NOTE: A piece of tag wire may help to hold the washers in place.

4. Set radiator core in place, start all screws slightly and then tighten.

This change will be made in production as soon as present stock is exhausted.

Idler Lever Shaft Hole In Replacement Engines

A few engines, part Nos. 410608 and 410606, may have been shipped with the top hole for the gear shift idler lever shaft support cap screw on the left side of the cylinder block not drilled.

Before installing engines of these numbers, check to see if the hole is drilled, and if not, drill it because it cannot be drilled after the engine is installed in the chassis.

Use the idler lever support bracket, part No. 373364, as a template for drilling the hole. Drill and tap the upper hole for a $\frac{3}{8}$ -16 cap screw.

Convertible Top Care and Cleaning

24th Series

The 24th Series Convertible tops are made from a material which permits the use of dry cleaning solvents, such as Packard Fabric Cleaner, naphtha, carbon tetrachloride, etc., for removing spots.

To clean the entire top, use a heavy suds from a mild soap, scrub lightly with a soft fibre scrubbing brush and rinse thoroughly.

The flexible rear window is more easily scratched than glass and "dry" washing with a dry or damp cloth is not recommended. The window should be flushed with clear, cold water to rinse away dust, etc. If further cleaning is required, lather the window with mild soap suds, using palm of hand and then rinse thoroughly.

There are several brands of anti-static plastic cleaner on the market that are very good for cleaning the rear window.

Be sure the rear center fastener of the package tray has been removed as this may scratch the rear window when the top is down. (See Service Technical Bulletin 51T-18, Dealer 15.)

Dust and dirt should be wiped from top of package tray before top is lowered.

CAUTION: Before lowering top, unzip rear window panel at the sides and top, and drop it into top compartment.

Due to the nature of the material used for the rear window, credit will not be allowed because of scratches.

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

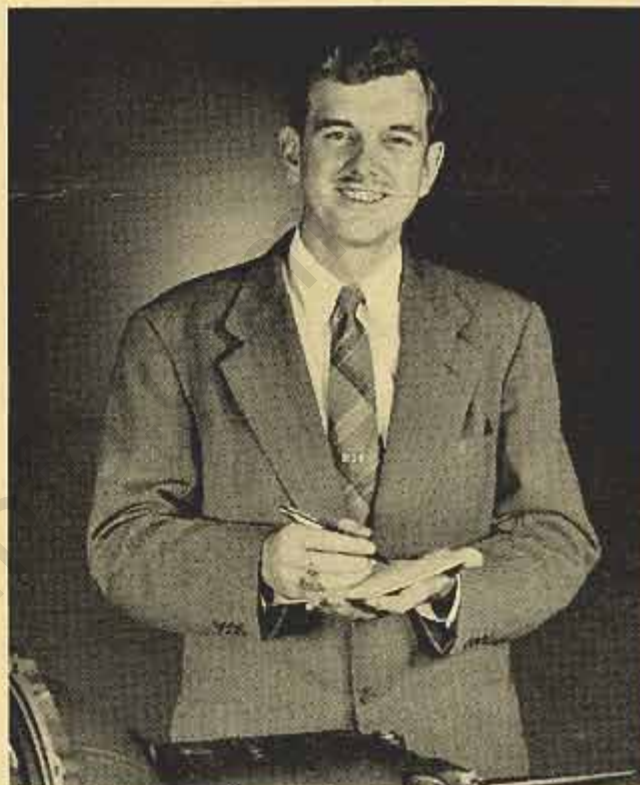


J. R. Kemp (Jerry) started with Packard in 1942 as a mechanic in the Marine Engine Division and soon found himself on special assignment directing illus-

tration work for sound slidefilms and training booklets in connection with Packard's wartime PT Boat Program. By 1943 he was setting up and directing Marine Engine exploded views for technical publications and parts books.

In 1945 he transferred to the Service Technical Section where he directs illustration work for shop manuals, parts lists, Service Counselor and other technical publications.

His hobbies include reading, fishing and he also is an ardent baseball fan.



Kenneth Mount (Ken), now a Technical Writer with Packard, started with the organization in 1948. He attended Ohio State University two years, majoring in journalism, and he studied advertising one year at Wayne University.

When he first came to Packard, he wrote articles for the Service Counselor and assisted in the parts book preparation. In 1949, he was assigned to work with M. J. Kollins, service training manager, and worked as his assistant in preparing the material necessary to conduct the New Car Retail Delivery, Ultramatic Drive, Used Car Mechanical and Appearance Reconditioning, Know the 24th Series Packard schools, etc.

Prior to his coming to Packard, he had 15 years experience in the automotive field, with the last position being Assistant Service Manager at the Gar Wood Industries for six years.

His hobbies are studying jet engines, bowling, baseball, golf and fishing, but he admits he has little time for these since he moved to a five acre farm north of Utica. As an agriculturist, he lays claims to growing the finest and tallest weeds in the country, which has been substantiated by his neighbors.