

SERVICE C

PACKARD MOTOR CAR COMPANY



counselor

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Packard Parts and Service Managers' Club Meeting

Boston Zone

The Packard Parts and Service Managers' Club of the Boston Zone held their closing meeting of the year on May 21, which was attended by the Service Managers and Parts Managers.

Mr. E. Boland of the Perfect Circle Corporation showed an exciting and entertaining film of last year's 500 Mile Race at Indianapolis. The film attracted much favorable comment from those present.

After the banquet, a short business meeting was held to elect officers for new terms starting in September. Edward Hart was elected President, James MacLeod, Secretary and Rene Baris, Treasurer.

A short talk was also given by Mr. Sam Riggs, Eastern Divisional Service Manager.

These get-togethers have an intangible value in that mutual problems are discussed and many times solved. In addition, many close ties and friendships are formed, all adding up to a close-knit organization to help do the job better and easier.

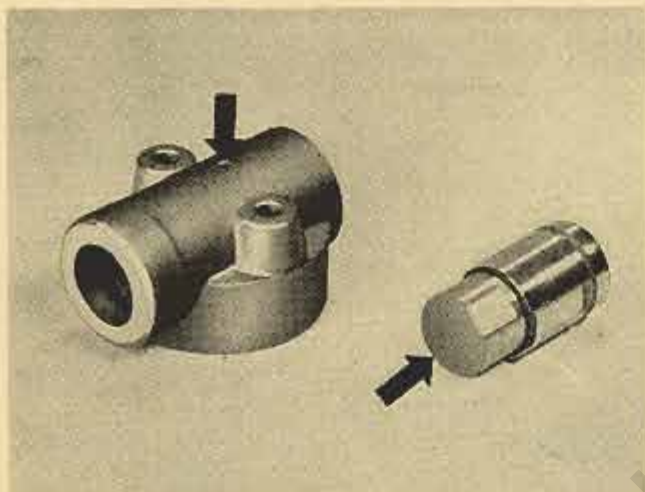


Governor Housing and Inlet Valve

Ultramatic—23rd, 24th, 25th Series

A newly designed and improved Ultramatic governor housing and inlet valve are now used in production. The improvements were made to eliminate a governor rattle that has been encountered with previous governors.

The inlet valve now has a closed end and the venting is accomplished through a .062 hole in the top of the governor housing. (See illustration.)



It will be necessary to install both the governor housing and inlet valve when making replacements as these parts will not interchange individually with the early type governors.

The new type parts are available at the Parts Warehouse and may be ordered as follows:

Part No. 434279 Transmission Governor Housing.

Part No. 434278 Transmission Governor Inlet Valve.

Body Panel Striking Frame

24th-25th Series

There are some instances in which the body floor panel extends down below the outer body panel, permitting the extension of the floor panel metal to rub the frame near the kickup over the rear axle housing.

This may cause a very audible noise or creaking sound when driving over rough roads or when a slight twisting of the frame takes place.

It may, also, be noticed that the noise is increased when a heavier load is placed on the rear seat or in the trunk compartment. This occurs more often on the left side, but it can happen on the right.

To correct this condition, pry the metal away to provide sufficient clearance with the frame and the noise will cease. In some cases it may be necessary to remove the rear wheel to do a complete job.

Easamatic Brake Operation

Hard Pedal

There are a few reports of extremely hard brake pedal pressure with the Easamatic Power Brake.

This complaint may be the result of the air inlet and vacuum hoses being incorrectly connected to the power unit. If these two hoses are accidentally "Cross switched," the power unit will work against, rather than assist, the brake pedal pressure.

Please refer to Service Counselor, Vol. 26, No. 5, illustrations Fig. 5 and 6 which show the correct hose hook-up. The lower hose, as shown, is the air inlet hose, and leads from the air cleaner. The upper hose, as shown, is the vacuum hose, and leads from the tee connection.

Seat Cushion Spring Noise

24th and 25th Series

Occasionally you may encounter a rear seat cushion spring noise (ZIG-ZAG TYPE SPRINGS) when one person sits on the corner of the cushion. This will generally be a snapping or clicking sound.

The loop of the spring was designed to rest on the metal frame when the cushion is depressed, but in some cases, it may be found that the loop of the spring will snap past the cushion frame which will cause a very annoying noise.

A correction can be made by bending the spring loop away from the metal frame with a large screwdriver, as indicated (by arrows) in Fig. 1. Bend the spring far enough so it will clear the seat frame.

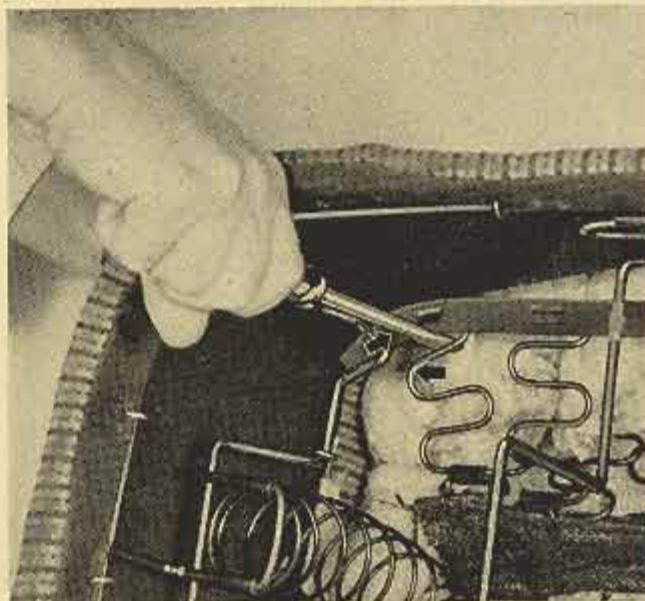


Fig. 1

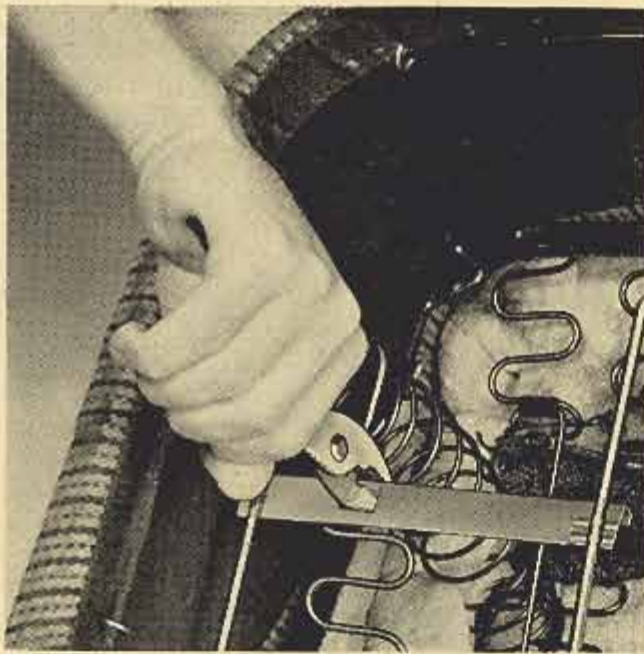


Fig. 2

The end of one of the Zig-Zag springs is clamped in a bracket as shown in Fig. 2, but sometimes it becomes loose in the clamp thus slipping back and forth which makes a snapping noise.

The clamp can be tightened with a pair of pliers as shown in Fig. 2.

Back Up Light Switch Bracket Rubbing Rear Brake Tube

Easomatic Equipped Cars

Occasionally the bracket that supports the back-up light switch may be found coming into contact with the rear brake tube.

This interference may cause a rattle through the steering column.

When this condition occurs, it is advisable to bend the bracket slightly to provide sufficient clearance at this point.

Caution: Do not kink the brake tube when making the correction.

Part Number—Correction

Please make the following correction in Service Counselor, Vol. 26, No. 8, August, 1952.

In the article, "Motor Flywheel Attaching Screws", Part Number 443335 is listed for the six self-locking screws. The correct Part Number is 433335. Please correct your copy accordingly.

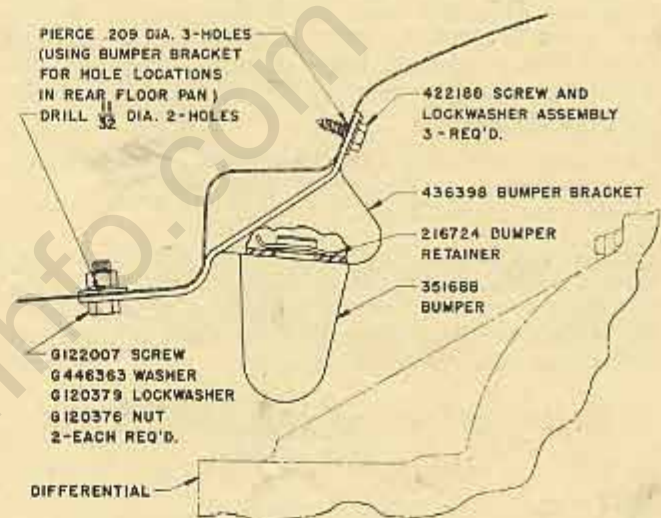
Rear Axle Floor Bumper

24th Series

A few reports have been received of the rear universal joint striking the floor pan during full throttle acceleration on Ultramatic Drive equipped, 24th Series cars.

During extreme "sudden" acceleration, the torque reaction of the rear axle housing causes the front end of the rear axle carrier to rise, allowing the rear universal joint to rub the floor pan, which results in a very annoying noise.

A floor bumper kit, part number 436339, is now available, similar to the one used on the standard transmission and overdrive equipped cars. It can be easily installed to correct the condition where the rear universal rubs the floor.



Assemble the rubber bumper to the bracket and secure with the retaining clip. Place the bracket assembly on the lower side of the floor pan directly above the front end of the carrier pinion housing so that the housing can strike the rubber bumper about 1" back of the forward end of the housing. Be sure the bumper and bracket are centered crosswise over the pinion housing. Center punch or scribe mark through all the bracket holes with the bracket held in its proper location; drill two $\frac{11}{32}$ " holes through the floor pan to attach the lower part of the bracket with bolts, washers, and nuts. Using a pointed drift of $\frac{13}{64}$ " diameter, drive three holes through the floor pan to attach the upper part of the bracket with three sheet metal screws and washers. Be sure to use a drift and not a drill so that the sheet metal screws will hold securely with the added thread contact in the turned edges of the holes.

Packard Power Steering Oil

A few new cars have been shipped that were equipped with power steering.

Inquiries have been received regarding the fluid level and the type fluid to use.

The oil level in the reservoir should be checked after the first 1000 miles of driving and every 5000 miles thereafter, and maintained to within 1" from the top of the reservoir. A line is indented on the side of the reservoir to indicate the full mark.

Packard Ultramatic Drive fluid should be used for the power steering hydraulic system. If this fluid is not available, any "A" type automatic transmission fluid may be used which has a AQ-ATF number embossed on the top of the can.

Easamatic Brake Pedal Clevis Pin

It has been reported that the brake pedal clevis pin has been fitted too tight on a few Easamatic brake equipped cars.

When the clevis pin is fitted too tight, it may keep the brake pedal from returning to its fully released position. This may cause the brakes to drag due to the hydraulic pressure built-up in the system which cannot be vented back into the master cylinder. It might, also, cause an erratic brake pedal action when applying the brakes.

It is suggested that the clevis pin be checked for free movement by turning it with your fingers on pre-delivery inspection.

If the pin cannot be turned with your fingers, it should be removed, the pedal alignment checked, and the pin polished with emery cloth to get a free fit. Lubricate the pin with "Lubriplate". Install a new cotter pin.

Rear Universal Joint Removal

Ultramatic Equipped Cars

We have found in some cases on differentials removed in the field from Ultramatic equipped cars that during the operation of disassembling the drive shaft at the differential end heat had been applied to the yoke on the pinion shaft. Then, to facilitate handling, apparently cold water had been applied. This quick chilling resulted in the cracking of the yoke.

Effective immediately, it is recommended that no heat be used.

It is recommended that penetrating oils be used when difficulties are encountered in disassembling the rear universal joint. In extreme cases, if application of heat is found necessary, the yoke *must* be replaced with a new yoke.

The above also applies if the rear universal joint is to be disassembled for lubrication or repairs on Ultramatic equipped cars.

Packard Service Training Continues

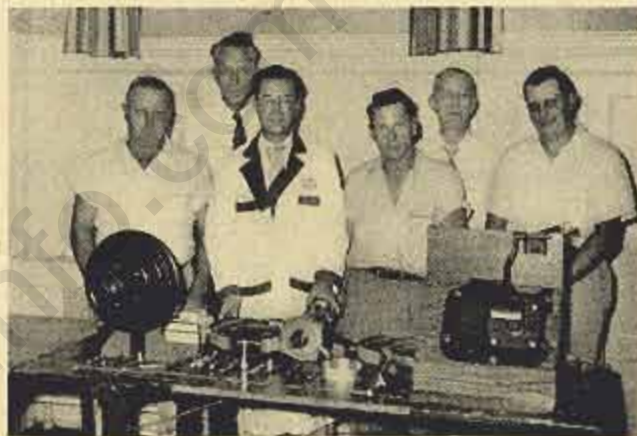
Every Packard owner is entitled to the best service possible which maintains the outstanding performance that was designed into his car when it left the Factory.

To keep him a satisfied service customer and a proud Packard owner, it is important that when his car needs servicing that his needs be serviced with the highest efficiency that is possible.

When the Serviceman has the "know-how", he can well take care of the owner's needs without delay. Service Training is a valuable aid in supplying him with a large portion of information especially about new features on the car.

Recent product reports received at the Factory show that an outstanding job is being done on servicing Easamatic Brakes by all the Servicemen. By continuing this admirable job on all other mechanical features of the car, we know you will not only have many pleased car owners, but derive the satisfaction of a job well done.

Easamatic Power Brake schools were held recently in the St. Louis Zone.



School held at St. Louis Zone—
Attending Servicemen from:

Albrecht-Burke, Inc., St. Louis, Missouri
E. D. Arndt—Service Representative (Instructor)



School held at Springfield, Illinois—
Attending Servicemen from:

Enloe Motor Co., Jacksonville, Illinois
McMullan Motors, Lincoln, Illinois
Grand Avenue Motors, Springfield, Illinois
E. D. Arndt—Service Representative (Instructor)