

**Service
Counselor**

PACKARD MOTOR CAR COMPANY



Counselor

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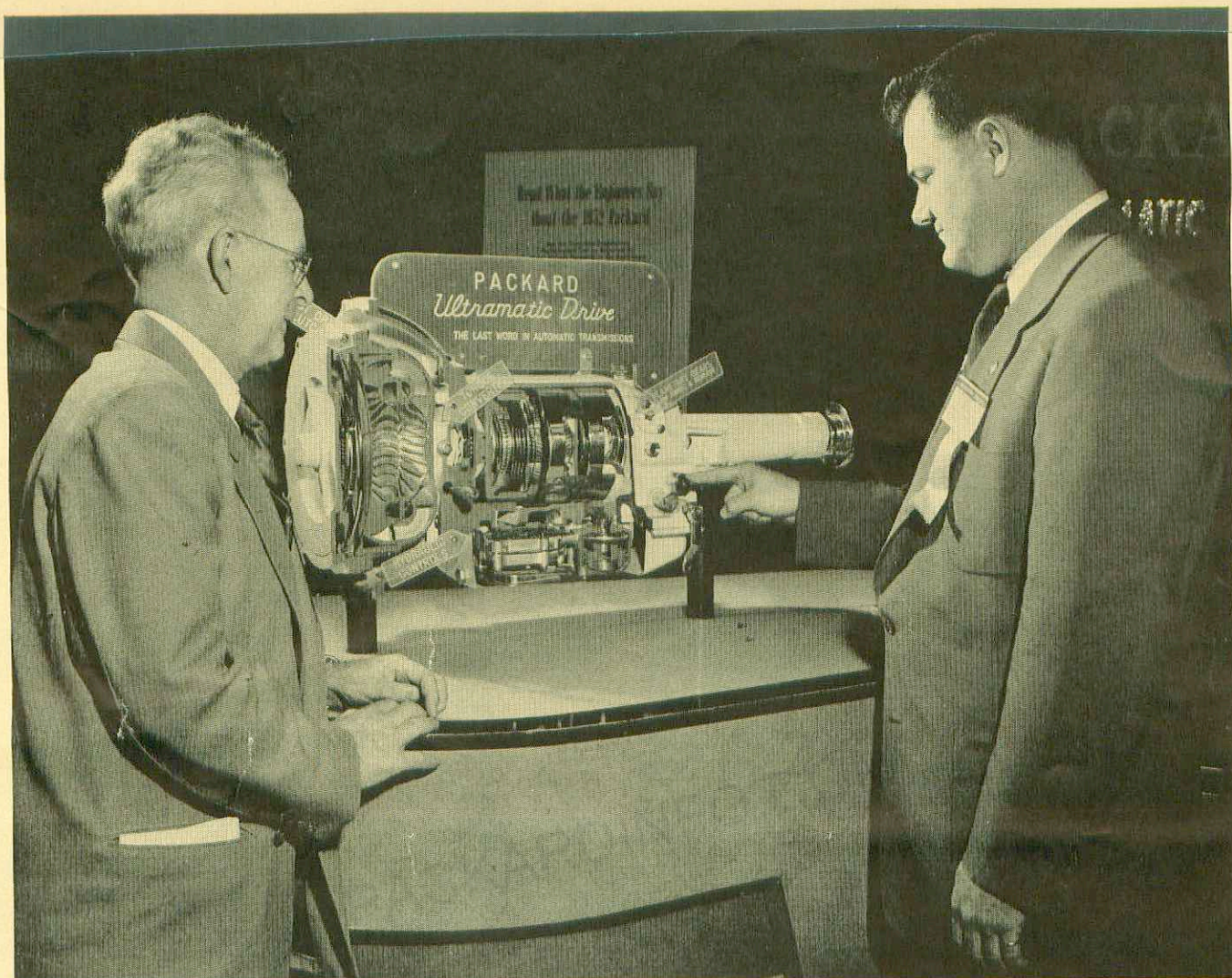
JUNE, 1952

Ultramatic Drive Exhibit

Widespread attention was created by the outstanding Ultramatic Drive exhibit at the Southwestern Automotive Show held in Houston, Texas, from March 21st through March 23rd.

Growing interest was shown especially among independent garagemen who were seeking information in maintenance and repairs on the unit.





A continuous demonstration was conducted in the Automotive Transmission Clinic by John Moore, Service Representative, who, with Ernie Prichard, Assistant Zone Manager, reported a successful exhibit.

And as a final endorsement many compliments were received from the public and engineers on what Packard justly calls "the last word in automatic transmissions": *Ask the man who owns one!*

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Rear Stabilizer Arm Bolts

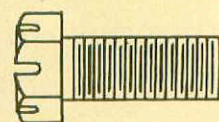
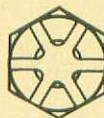
24th and 25th Series

A new self-locking bolt has been released for the rear stabilizer arm for the 24th and 25th Series cars and is now used in production.

The new bolt does not require a lock washer and can be identified by a slotted type head. "See illustration."

It is recommended that *only* this type bolt be used when making replacements. Whenever trouble is encountered with the old type bolts, both bolts should be replaced with the new type bolt, omitting the lock

washers. Torque tighten the new bolts to 55 foot pounds.



Part Number 443160 self-locking bolt is available at your Zone Warehouse.

Be sure the two stabilizer grommets part number 418340 are compressed equally on each side of the spring seat arm when car has normal load.

Ultramatic Oil Cooler

23rd Series

A new Ultramatic Drive oil cooler kit has been released for Service for the 23rd Series Ultramatic Drive equipped cars.

The new cooler unit is mounted on the left side of the engine upper crank case at the former location for the standard transmission gearshift idler lever support. The heat transfer is accomplished through heater hoses connected with tees to the present heater connections. The cooling of the Ultramatic Drive oil is greatly improved with the new cooler.

If the car is not equipped with a heater, adapters can be installed in the cylinder head and water pump housing at locations for the heater water connections to furnish cooling for the oil cooler. Adapters are available as follows:

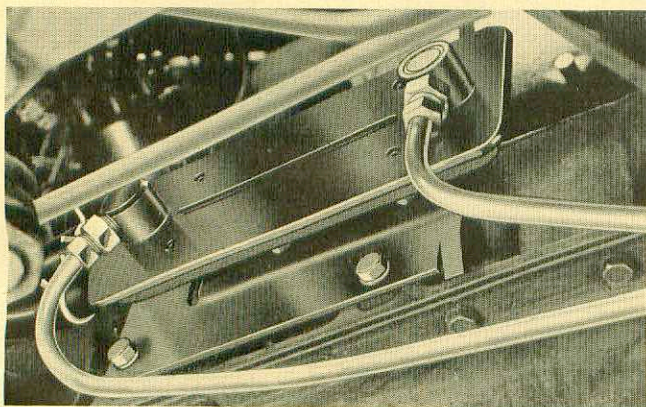


Fig. 1

Part Number P.A. 362754 Water Pump Adapter
Part Number P.A. 407335 Cylinder Head Adapter

Installation procedure is as follows:

- (a) Remove the two flexible tubes that connect the oil tubes to the lower radiator tank. Install the two plugs furnished to plug the two connections at the lower radiator tank.

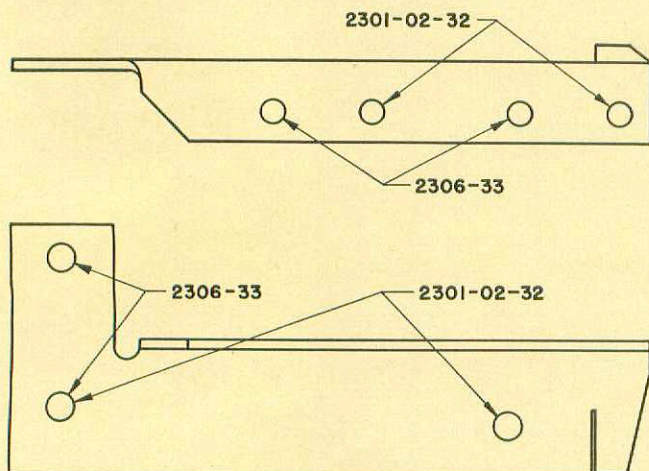


Fig. 2

- (b) Disconnect the gearshift control rod at the rear lever and drop the rod out of the way. Remove the two flexible tubes that connect the oil tubes to the Ultramatic transmission. Remove the

flexible tube adapter at the left rear side of the transmission and replace it with the new adapter, Part Number 426611. Remove the converter outlet valve at the rear of the transmission, and replace it with the new outlet adapter, Part Number 423409, and gasket, Part Number 113897.

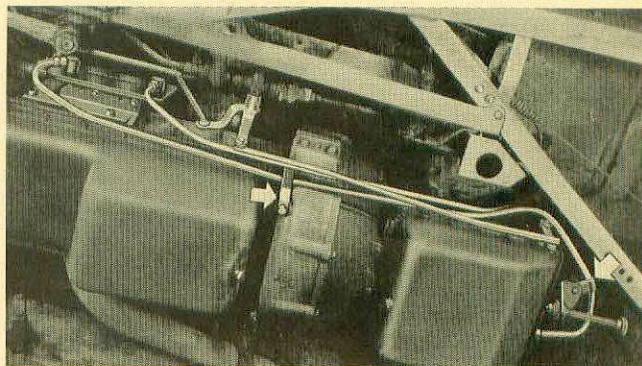


Fig. 3

- (c) Install the two oil cooler tube adapters, Part Number 436389, to the oil cooler.
NOTE: Illustration, Figure 2, shows bolt holes in bracket to use for different models. Install the new cooler and bracket on the left side of the upper crank case at the gearshift idler lever support bosses, Figure 1. Do not tighten the bolts until all tube nuts and fittings have been started.
- (d) Install the new tubes as shown in Figure 3. The curved section of the long tube must be inserted over the transmission rear stabilizer before attempting to line it up with the cooler. Start all the tube nuts; be very careful not to cross thread the nuts or adapters.
- (e) Install, but do not tighten the rubber lined tube clip as shown at the flywheel housing. Install the clip on the long tube at the rear where it passes over the stabilizer rod and secure it to the upper end of the stabilizer bolt on the left side of the front stabilizer bracket, Figure 3.
When correct alignment of the tubes and cooler has been obtained, tighten the cooler bracket bolts, all the tube nuts, and the tube clips. Install the control rod to the rear lever and secure with cotter pin.
- (f) Drain the cooling system; disconnect the heater hoses from the cylinder head and the water pump. Turn the heater hose fitting clockwise on the cylinder head 270° or so it will be toward the carburetor choke housing.

Cut two pieces of hose $2\frac{1}{4}$ " long from the hose furnished in the kit. Install the two short pieces of hose and the two tees to the water pump and cylinder head adapters, Figure 4. Cut about 1" off the heater hoses to get a good connection and reconnect the heater hoses to the tees. Cut in half the balance of the heater hose furnished and install these two hoses from the two tees to the oil cooler, Figure 4. The hoses at the cooler can be connected on either connection. Position the hoses as shown in Figure 4 and fasten together with the strap clamp. Run the car in reverse for a short period and recheck all con-

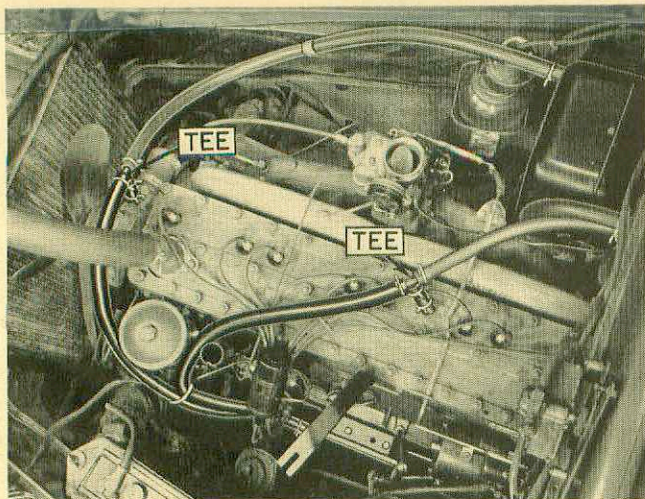


Fig. 4

nections for leaks. Recheck the fluid level and bring up to the full mark. The suggested installation time for the cooler kit is 3.2 hours.

Part Number 436393 oil cooler conversion kit is available at the Zone Parts Warehouse. The kit consists of the following detail parts:

Part Number	Description	No. Req'd.
436387	Oil cooler tube (short)	1
436388	Oil cooler tube (long)	1
436389	Oil cooler adapter	2
436390	Oil cooler bracket	1
436391	Oil cooler assembly	1
436392	Oil cooler hose	1
436400	Water hose tee	2
426611	Oil cooler inlet adapter	1
423409	Oil cooler tube outlet adapter	1
433339	Oil cooler tube clip	1
422190	Oil cooler hose clamp	8
337555	Oil cooler hose strap clamp	1
379120	Oil cooler tube clip	1
G122007	Screw	2
G120376	Nut	2
G103320	Lock washer	2
G113897	Gasket	1
G122122	Screw	2
G103321	Lock washer	2
G103867	Plug	2

Upper Support Arm Inner Bracket Bolts

A new longer $\frac{1}{2}$ " bolt, nut, and shake-proof washer are available for service to correct a condition whereby the tapping plate threads have been stripped or damaged on 24th Series and early 25th Series cars.

The installation procedure is as follows:

- Raise the front end of the car and place a jack stand under each lower support arm near the outer end. Lower the front end of the car so that the jack stands support the car. This will take the load off the upper support arm inner bracket. Note: This should be done when either replacing the bolts or torque tightening the present bolts.

- Drill or ream out the damaged threads in the tapping plate. Be very careful not to drill or ream the holes too large or difficulty will be encountered in keeping the bolts tight.

- Install the new longer $\frac{1}{2}$ " bolt, nut, and shake-proof washer and torque tighten to 75-80 foot pounds.

The above service parts are available at the Parts Warehouse and may be ordered as follows:

G-181436	Bolt ($\frac{1}{2}$ "—20 x $2\frac{1}{4}$)
G-103028	Nut
G-178589	Shake-proof washer

Cylinder Head

Part No. 436141

Part Number 436141 cylinder head supersedes Part Number 419910 which has been obsoleted. This part is adaptable to 23rd, 24th and 25th Series 300 engine, 7.00 to 1 compression ratio.

The two holes on the upper right rear corner of the cylinder head for the 24th and 25th Series accelerator bracket are drilled and tapped into the water jacket. Therefore, the threads must be sealed with white lead or some other suitable sealer when the bracket screws are installed.

Fred W. Harms

Friends will sincerely regret to learn of the passing of our former Service Representative of the Cincinnati Zone Office, Mr. Fred W. Harms, who died of a heart attack on the night of March 30th.

Mr. Harms' background and experience covered many phases of the automotive parts and service business. He was formerly owner and manager of his own general auto repairing firm, Miamitown Motors at Miamitown, Ohio.

Previously to that time, he was associated for several years with the Hudson Motor Car Company and Gilbert Avenue Pontiac, both of Cincinnati, as service representative and service parts manager respectively.

Change in Torque Specifications

24th and 25th Series

Please make the following change in your Service Manual, page 5, of the "Suspension and Steering" Section.

The upper support arm attaching cap screw torque has been increased from 65 to 75 foot pounds to 75 to 80 foot pounds.

Serial Number—Correction

Please make the following correction in Service Technical Bulletin, 52T-1, Dealer 1, January 28, 1952:

The die-cast valve bodies started in production with transmission serial numbers 115750 and 7988 instead of serial numbers 135001 and 20001.

The article "Pump Check Valve Noise—Ultramatic" in Service Counselor, Vol. 26, No. 4, April 1952, has the correct serial numbers.