MR. H. WEBBER.

PARTS • ACCESSORIES • PRODUCT

SERVICE Counselor

PACKARD MOTOR CAR COMPANY

VOL. 26, NO. 8 AUGUST, 1952

Service Conferences

The Parts and Service Department of the factory recently completed a series of Service Conferences which were held in conjunction with the Brake and Easamatic Brake Schools. These meetings were held in New York, Chicago and San Francisco for the Eastern, Western and Pacific Divisions. In attendance were the Zone Parts and Service Managers, Assistant Parts and Service Managers and the Service Representatives.

This "Look-Ahead" conference outlined Packard's plans on new products and National Service Programs which are designed to assist Packard dealers in promoting their service business.

The meetings were conducted by J. A. Carr with the assistance of Sam Riggs and Harold Johnson.

"Building service volume and maintaining owner good-will is our biggest job in '52 and '53," Mr. Carr emphasized.

Various presentations were made covering the design and inspections used to maintain Packard's traditional quality and high standards.

The meetings were climaxed with a banquet and a talk by a prominent sports writer. Dan Daniel of the New York World-Telegram and Sun addressed the Eastern Divisional group in New York, Leo Fischer of the Chicago Herald-American the Chicago group, and Bill Leiser of the San Francisco Chronicle the Pacific Divisional group in San Francisco.

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New Type Differential Gears and Pinions

(Revacycle Teeth)

Due to the growing shortages of materials, our Parts Warehouse will stock for service only one type of differential gears and pinions (Revacycle teeth).

These new type gears are used in the 23rd, 24th and 25th Series cars, except in the 2306-13-33, 2413 and 2513 models.

As soon as the present stock of gears (Parts Numbers 410318 and 360395) is exhausted at our Warehouse, only these new Revacycle gears will be shipped.

Whenever replacement of either the differential side gear or pinion is necessary in the following models: 2000-01-10-11, 2100-01-11 and early 2201-02-11-32-40, it will be necessary to replace the set of gears, as the Revacycle gears will not mesh with the early type of gears.

However, detailed parts (Revacycle gears), because they can be replaced individually, will be shipped for the 23rd, 24th and 25th Series cars. But when replacing gears in the earlier models, it is suggested that they be ordered as a kit which is available under Part Number 436422.

The kit consists of the following parts:

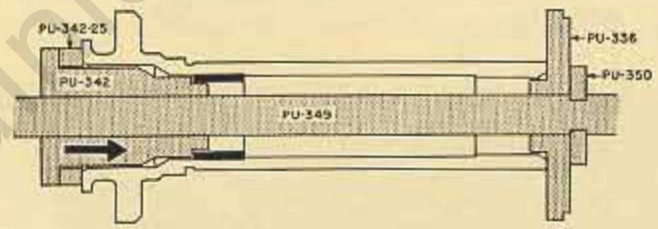
Part No. 403057 Differential Pinion.....2
Part No. 403058 Differential Gear.....2

Reactor Shaft Bushing Installer Spacer

PU-342-25

The reactor shaft used in the 9 inch converter has a shallower setting of the bushing than the 11¼ inch converter.

To compensate for this change in depth a spacer PU-342-25 was designed, to be used in conjunction with the tools that install the bushing in the 11¼ inch converter reactor shaft, as illustrated.



This spacer is now available and should be ordered from K. R. Wilson, 215 Main Street, Buffalo 3, New York. The price is $ .90.

Removing New Type Rubber Door Locking Knobs

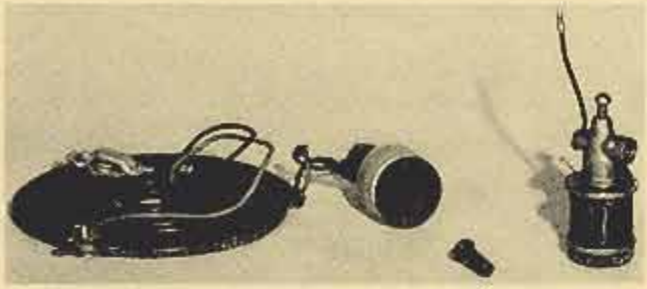
Please refer to Technical Bulletin No. 52T-12, dated February 18, 1952, which states that when removing the new rubber type door locking knobs it is necessary to heat them to 150° F.

This is easily done in about two minutes with the aid of a heating unit especially built for this purpose. It can be made in any mechanic's shop at very small cost because most of the material comes from scrap.

Using the solenoid from a discarded hydraulic window cylinder, attach wires long enough to clip to the battery terminals. A home-made rubber sleeve is fitted on to the bottom of the unit to contact the door window finish moulding and prevent damage from heat.

The upper or tapered section of a hard rubber spark plug insulator is slotted with approximately a ⅛" slot and is then inserted into the upper end of

the opening to contact and protect the knob from burning. Cut approximately ½" off the lower end of the insulator.



Connect the heating unit wires to the battery. Either wire may be attached to either terminal. Place the unit down over one of the locking knobs to be removed. Leave the unit on the knob just long enough to soften it so it can be pulled off.

After the unit has been heated in removing one knob, it can be disconnected from the battery as enough heat will generally be retained to remove four knobs.

Discontinued Splasher Part

22nd and 23rd Series

Splasher assembly (Part Number 396323), used on 22nd and 23rd Series cars, has a splasher extension (rear lower) which is no longer being manufactured.

If this extension part is needed, it can be used from the splasher that was removed from the car, or it can be made up from a flat piece of stock.

The fact that there is such a very small demand for this part prompted our action in discontinuing this part for service.

Easamatic Brake—Power Unit Repair Kits Installation

24th and 25th Series

The Easamatic Power Brake training program has been completed in the field. Reconditioning of the power unit can be done easily in any dealership with the few special tools required. Repair kits are available at the Parts Warehouse.

Part Number 436319 brake power unit piston packing kit can be installed (*without* removing the unit from the car) by the following procedure:

a. Disconnect the brake pedal from the operating rod. Remove the accelerator pedal and floor mat.

b. Remove the operating rod boot, snap ring, operating rod and vacuum valve.

c. Remove the five toe board plate screws, the four cap screws that attach the toe board plate to the power unit and the toe board plate.

d. Remove the two screw driver slotted screws and the end plate and gasket.

e. Remove the screw that attaches the hose fitting to the side of the cylinder body. Lift off the fitting and gasket, leaving the hoses attached to the fitting.

f. Lift out the piston and diaphragm assembly. Service the piston and diaphragm assembly with the repair kit as outlined in the Serviceman's Training Booklet.

g. Install the piston and diaphragm assembly by reversing the procedure above. The suggested flat rate time for installing the Piston Packing Kit is 1.3 hours.

Part Number 436318 Brake Power Unit Repair Kit cannot be installed without removing the complete unit. Follow the procedure as outlined in the Serviceman's Training Booklet "Brakes and Easamatic." It will be necessary to use the two repair kits, Part Numbers 436319 and 436318, when doing a complete reconditioning job. The suggested flat rate time for the complete reconditioning is 3.3 hours (Includes remove and replace).

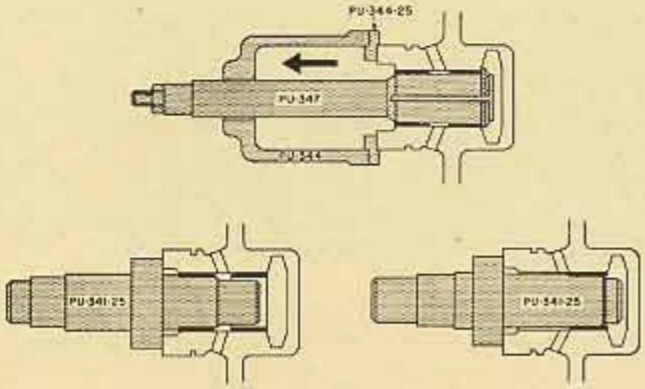
Easamatic power brake unit repairs or reconditioning are quite simple. Therefore, credit will not be allowed on any complete assemblies that are returned on an R. F. A.

9" Converter Clutch Housing Bushing Tools

PU-344-25—PU-341-25

The outside diameter of the new 9 inch converter clutch housing hub is smaller than the 11¼ inch converter clutch housing hub.

An adapter PU-344-25, to be used in conjunction with tools No. PU-344 and PU-347 for removing the bushings from the converter clutch housing is now available. Along with this adapter a new tool PU-341-25 was designed for installing the bushings. See accompanying illustration.

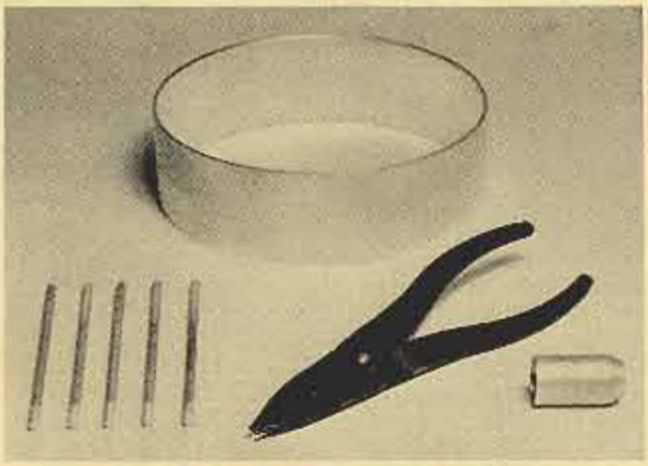


These tools should be ordered direct from K. R. Wilson, 215 Main Street, Buffalo 3, New York. The price of the adapter PU-344-25 is $2.80 and PU-341-25 the bushing installer is $4.25.

Easamatic Brake Tools

PU-377

The Easamatic Brake Tools PU-377, which are essential to properly service the Easamatic Brake unit consists of the following:



1 Guide for Hydraulic Plunger Seal
5 Guide Pins
1 Assembly Ring
1 Special Plier

These tools were used in the service training schools to teach the field personnel how to service the Easamatic Brake unit. The use of each tool is illustrated in the Easamatic Brake Sections of the Service Manual.

This tool group PU-377 is now available, and should be ordered direct from K. R. Wilson, 215 Main Street, Buffalo 3, New York. The list price is $4.30.

Flywheel Housing Alignment—Correction

Please make the following correction in your Service Manual, page 2, of the "Clutch Section."

Under "Flywheel Housing Alignment," it reads:

"Run-out should not exceed .033 inch total indicator reading."

This is in error; it should be .003 inch instead of .033 inch.

Motor Flywheel Attaching Screws

Service Counselor Vol. 26, No. 3, March, 1952 describes the new torque converter now used in the 25th Series cars.

Also, in the April issue Vol. 26, No. 4 of the Service Counselor is an article on "Motor Flywheel" which mentions the new service flywheel Part Number 423483. It, also, mentions the fact that this new service flywheel can be used on all 23rd Series model cars, except models 2306-33, which will still be serviced by flywheel assembly Part Number 421755, which is standard for the 11¼ inch converter assembly.

In addition to these articles we would like to mention that whenever a new service flywheel Part Number 423483 is installed; the old flywheel attaching screws and lock plates should be discarded, and in their place six new self-locking screws Part Number 443335, be used.

Front Universal Joint Lubrication

Ultramatic Equipped Cars

Recently a change was made in service recommendations for the front universal joint on 24th and 25th Series cars, equipped with Ultramatic Drive. The front universal joint on these cars is a ball and trunnion type.

It is recommended that this joint be disassembled, cleaned and lubricated at 15,000 mile intervals and that it be packed with a heavy fiber universal joint grease.

This does not apply to the rear joint, which is a cross type joint, and should be lubricated every 30,000 miles, with a heavy fiber universal joint grease having extreme pressure characteristics.

Front End Strike-Through

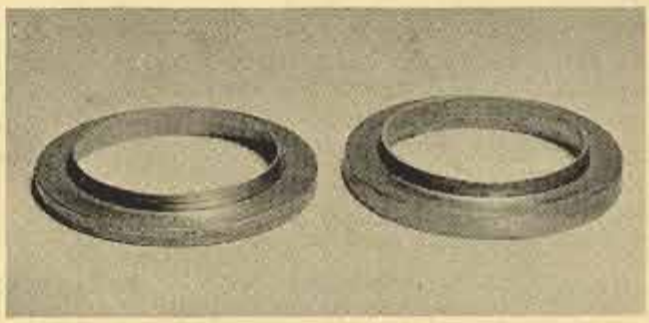
All Clippers—22nd-23rd-24th and 25th Series

Occasionally you may find front end strike-through or bottoming when driving over extremely rough roads.

You also may encounter cases in which a front spring has sagged to the extent that one side of the car is considerably lower than the opposite side. When this condition exists, it is usually found in cars which have a great amount of mileage.

Naturally, the proper method to correct this condition is to install new springs of the proper load and rate. However, there may be occasions when it is desirable from a cost standpoint to increase the riding height by just using spacers.

You may have an occasion where additional height is desired when new front springs are installed.



Two different thickness spacers to increase front end riding height are available at the Parts Warehouse and may be ordered as follows:

Part No. 436417 Front Spring Spacer (½" thick)

Part No. 436420 Front Spring Spacer (⅜" thick)

It will be necessary to remove the front springs to install these spacers as they are to be installed on the upper ends of the front springs.

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