

SERVICE Counselor

PACKARD MOTOR CAR COMPANY



VOL. 27, NO. 4

APRIL, 1953

It's Here . . .

It's Yours . . .

For Increased Service Sales!

The Annual National Car Safety-Check Program

- Again the Packard Motor Car Company is wholeheartedly supporting this national campaign to improve the mechanical condition of vehicles on our highways. You too can take an active part in this "Maintenance for Safety" drive, thus generating an increased amount of service business and good will.
- Join with the National Safety Council and the Inter-Industry Highway Safety Committee in their efforts to reduce the mounting toll of traffic accidents and deaths. "GOOD DRIVERS . . . DRIVE SAFE CARS . . . CHECK YOUR CAR . . . CHECK ACCIDENTS" . . . will be broadcast coast to coast via radio . . . television . . . magazines . . . newspapers and direct mail.
- Take advantage of this opportunity. Identify your dealership with the official promotional material!
- If you haven't already done so . . . mail your order to your Zone Office today!
- It's intensive promotion that gets extensive results!

Differential Carrier Data

26th Series

Inquiries from the field indicate some difficulty is being encountered when ordering 26th Series differential carriers, to obtain carriers with the correct universal joint flange.

The following chart shows the part number, gear ratio, model application and the type universal joint flange used for both standard gear ratio and optional gear ratio.

STANDARD GEAR RATIO

Part No.	Ratio	Flange		Model Application
902510	3.9 to 1	Spicer	2601-02-11-31	Used with Std. Trans.
		Spicer	2626	Used with Ultramatic Trans.
902513	4.1 to 1	Spicer	2601-02-11-31	Used with Overdrive
		Spicer	2626	Used with Std. Trans.
901048	4.36 to 1	Mechanics	2613	Used with Ultramatic Trans.
901052	4.54 to 1	Mechanics	2613	Used with Std. Trans.
901050	4.7 to 1	Mechanics	2613	Used with Overdrive
901555	4.55 to 1	Spicer	2633	Used with Std. Trans. & O.D.
		Spicer	2626	Used with Overdrive
902517	3.54 to 1	Universal Products	2602-31-06	Used with Ultramatic Trans.
902518	3.54 to 1	Universal Products	2601	Used with Ultramatic Trans.
902520	3.23 to 1	Universal Products	2611	Used with Ultramatic Trans. with 2½" dia. propeller shaft.
902519	3.23 to 1	Universal Products	2611	Used with Ultramatic Trans. with 2¾" dia. propeller shaft.

OPTIONAL GEAR RATIO

902517	3.54 to 1	Universal Products	2611	Used with Ultramatic Trans. with 2¾" dia. propeller shaft.
902518	3.54 to 1	Universal Products	2611	Used with Ultramatic Trans. with 2½" dia. propeller shaft.
902520	3.23 to 1	Universal Products	2601	Used with Ultramatic Trans.
902516	3.54 to 1	Spicer	2601-02-11-31	Used with Std. Trans. & O.D.
902519	3.23 to 1	Universal Products	2602-06-31	Used with Ultramatic Trans.
902510	3.9 to 1	Spicer	2601-02-11-31	Used with Overdrive.
902513	4.1 to 1	Spicer	2601-02-11-31	Used with Std. Trans.

Ultramatic Torque Specifications

We are listing recent changes in Ultramatic torque specifications. It is suggested these changes which are listed by page number be made in your shop manuals.

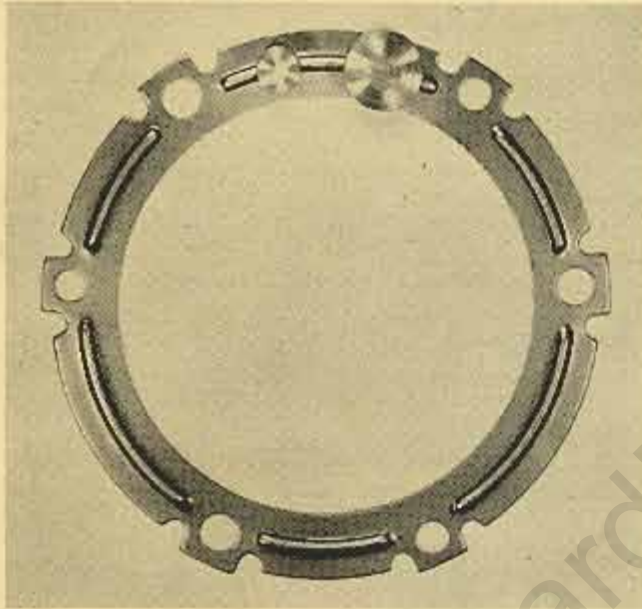
- Page 8—25th Series Supplement
Direct drive clutch stationary plate screws 5/16", torque 20 to 25 ft. lbs. instead of 25 to 30 ft. lbs.
- Page 9—25th Series Supplement
Converter pump screws 5/16", torque 20 to 25 ft. lbs. instead of 25 to 30 ft. lbs. (Also make this change on Page 6 in the early Ultramatic Section.)
- Page 9—25th Series Supplement (Add to this page the following)—
Converter pump to pump shaft screws 5/16", torque 20 to 25 ft. lbs. (Also add this torque to Page 6 in the early Ultramatic Section.)
- Page 14—Early Ultramatic Section
High range clutch piston ring gap .007" to .012" instead of .003" to .012".
- Page 27—Early Ultramatic Section
Upper to lower valve body screws ¼", 5 ft. lbs. instead of 6 ft. lbs.
- Page 24—Early Ultramatic Section
Valve control assembly to case screws 5/16", 9 ft. lbs., except the oil screen screws and brake piston screws which are 15 to 18 ft. lbs.

Ultramatic Planetary Assembly Balanced

26th Series

All 26th Series Ultramatic transmissions starting with transmission serial numbers 84130, 221200 and 26331 will have the planetary assembly balanced as a unit.

The balancing weights are of two sizes and are spot welded to the planetary cage bolt lockplate, "See Illustration." One or more weights may be found on one lock plate.



In some instances a planetary assembly may be found without balancing weights, but will have a star stamped on the outside of the planetary cage. The star indicates that the planetary assembly is in balance and does not require any weights.

When disassembling a balanced planetary assembly, it is very important that the lockplate be marked with a scribe or prick punch so that it will be re-assembled on the planetary in the same location before it was removed.

Rear Axle Outer Oil Seals

26th Series

A few reports have been received of the rear brake drum hubs being scuffed by the outer shell of the outer rear axle oil seals.

This condition is generally caused by excessive axle shaft end play, which allows the axle shaft to raise slightly under car load, or incorrect alignment of the oil seal retainer.

It is important when installing oil seals that the axle shaft end play be held within limits .004" to .007", also make sure that the oil seal retainers are centralized.

Note: An axle shaft without end play may result in grease seal leaks.

The scuffing occurs out beyond where the seal contacts the hub; therefore, in most cases it is not necessary to replace the hubs when this condition is found.

Ultramatic Serial Number

26th Series

A new block of Ultramatic transmission serial numbers starting with 20,001 is used on Models 2611 only.

All 26th Series Ultramatic transmissions are identical in respect to parts except the speedometer driving gear used in the 2611 Model, which has less teeth to provide the proper speedometer gear ratio due to the 3.23 to 1 rear axle gear ratio.

When installing a service transmission on a 2611 having a 3.23 to 1 rear axle gear ratio, the speedometer driving gear should be removed from the old transmission and installed on the new transmission. This can be accomplished by removing the tail shaft and housing, parking gear, the lock ring that holds the speedometer driving gear in place and then the speedometer driving gear.

Ultramatic Oil Pressure Changes

In Service Counselor Vol. 26, No. 12, December, 1952, are two articles "Disturbance in Reverse" and "High Range Clutch Lubrication and Operation."

These two articles describe changes made in production to overcome reverse noise and improve high range clutch lubrication. The changes have also affected Ultramatic oil pressures, which are listed for your ready reference when making oil pressure tests.

- A. With transmissions having a 3/32" hole in the rear half of the rear check valve, the reverse brake piston oil pressure will be approximately 20 to 30 lbs. less than previously listed.
- B. With transmissions having a 3/32" hole added in the end of one of the input shaft splines, the converter outlet oil pressure will be approximately 5 to 7 lbs. less than previously listed.

Low Speed Jet Size Changed "WCFB" 4-Barrel Carburetor

To overcome part throttle engine surge and improve cold weather idling, the low speed jets (primary and secondary) have been enlarged from a #67 drill size to a #66 drill size.

Please record this change in your Service Counselor Vol. 26, No. 11, November, 1952, "Mechanical Specifications and Adjustments."

Four-barrel carburetors that have the low speed jets enlarged to the No. 66 drill size can be identified by "B3" stamped on the brass identification tag.

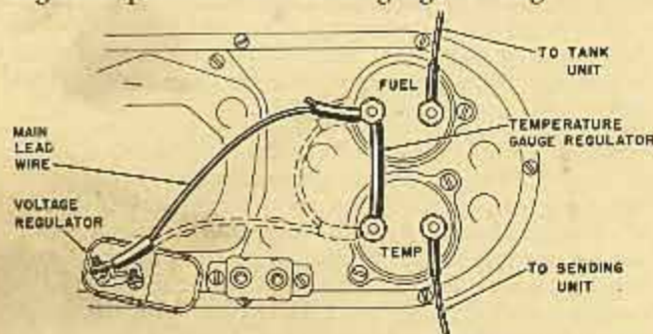
Temperature Gauge Reading

24th, 25th, 26th Series

We have received a few reports from owners where they complain of coolant overheating but it does not actually boil. They state that the temperature gauge reads much higher than on other cars they have owned.

Similar reports from the field state that the temperature gauge reads on the hot side but when the coolant temperature is taken with a thermometer, it is found to be normal.

Beginning with 26th Series production (approximately 6000 cars), a temperature gauge regulator is attached to the gauge as shown in the illustration. The regulator provides an accurate gauge reading.



Starting with Engine Numbers L-202588, L-301595, L-401245, L-600503, the regulator was discontinued and a new re-calibrated sending unit is used. The electrical wiring hook-up used with the temperature gauge regulator is shown in the illustration. The dotted lines indicate the wiring hook-up used without the regulator.

When it is found that a temperature gauge reads high on 24th or 25th Series cars and there is no loss of coolant or a boiling condition, the gauge is giving an improper reading due to improper resistance in the gauge wire circuit. A correct gauge reading can be obtained by installing the new sending unit.

Caution: Under no circumstances should the new re-calibrated sending unit be used on cars having the gauge regulator.

The temperature gauge regulator is available for service replacement on the early 26th Series cars and can be ordered under Part Number 436586.

The new re-calibrated sending unit is available for service replacement on the 24th, 25th and late 26th Series cars and can be ordered under Part Number 439368.

Throttle Rod Override Spring WCFB 985S Carburetor

26th Series

Service Technical Bulletin 52T-37, Dealer 27, December 31, 1952, describes the new throttle lever flex spring which has less tension.

In some rare instances it may be found that the override in the carburetor throttle rod will lengthen before the choke valve opens $9/32$ " even though the new flex spring has been installed.

If this condition exists and the unloader is adjusted properly, it may be necessary to install a throttle operating rod assembly which has a stronger override spring.

The new throttle operating rod assembly is available at the parts warehouse and may be ordered under Part No. 446613, Carburetor Throttle Operating Rod Assembly.

Carburetor Metering Rods

26th Series

Listed are the metering rods for the 26th Series Carter Carburetor:

(Carter No. WGD-784S) Part No. 426390—2601-33

(Carter No. WGD-928S) Part No. 443095—2611-13

(Carter No. WCFB-985S) Part No. 446175—2602-06-26-31

Code No.	Description	Models	Per Car
9.1131			
410905	Metering Rod, Standard (75-722).....	2601-33	2
436114	Metering Rod, One Size Lean (75-767).....	2601-33	2
436115	Metering Rod, Two Sizes Lean (75-768).....	2601-33	2
436114	Metering Rod, Standard (75-767).....	2611-13	2
436379	Metering Rod, One Size Lean (75-814).....	2611-13	2
436380	Metering Rod, Two Sizes Lean (75-815).....	2611-13	2
436654	Metering Rod, Standard (75-824).....	2602-06-26-31	2
436808	Metering Rod, One Size Lean (75-892).....	2602-06-26-31	2
436809	Metering Rod, Two Sizes Lean (75-893).....	2602-06-26-31	2

REPAIR KITS

9.1002			
436137	Carburetor Repair Kit.....	2601-33	1
436381	Carburetor Repair Kit.....	2611-13	1
436793	Carburetor Repair Kit.....	2602-06-26-31	1

GASKET KITS

9.101			
410817	Carburetor Gasket Kit.....	2601-11-13-33	1
436792	Carburetor Gasket Kit.....	2602-06-26-31	1

Wiring Diagram

26th Series

The enclosed loose leaf wiring diagram covering the "Rear Chassis and Body Wiring" for Models 2650 and 2651 is to be inserted in your Service Counselor Vol. 26, No. 11, November, 1952 "Mechanical Specifications and Adjustments."

This completes the wiring diagrams for all 26th Series cars.

NOTE: Add Model "2677" to the bottom of wiring diagram on page 56 of this same Service Counselor.