

SERVICE Counselor

PACKARD MOTOR CAR COMPANY



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"School Days" Power Steering and 4-Barrel Carburetor

The Service Training Program was under way again early in February. The subjects covered were "Power Steering" and "Four Barrel Carburetor." Meetings were held in New York, Cincinnati, Chicago, Kansas City and Oakland, California, under the able direction of J. A. Carr, General Service Manager, and Alex L. Elkins, Service Training Manager. Power Steering was covered completely from theory of operation, trouble shooting and hydraulic circuits to the reconditioning of all units involved with steering linkage. On the four barrel carburetor, theory of operation, servicing and trouble shooting was covered. Ample equipment for all attending was provided. These schools were accepted with enthusiasm by the Zone Service Managers and the Service Representatives. In turn, the Zones will carry these schools to their dealers.



Above are pictures of the Power Steering and Carburetor Schools, held in the auditorium of the New York Zone Office. Attending were the New York, Boston, Syracuse, Philadelphia and Washington Zones and the Export Division.



At the Hotel Sinton in Cincinnati gathered the Service Managers and Service Representatives of the Cincinnati, Pittsburgh and Atlanta Zones.



At the Chicago meeting were the Chicago, Detroit, Minneapolis and Canadian Service personnel.



From the Kansas City Zone came the above picture of Service personnel from the Kansas City, St. Louis and Dallas Zones.



Last but not least was the school held in Oakland, California, for Service personnel of the San Francisco, Los Angeles, Portland, Salt Lake, Reno and Phoenix Zones.

Windshield Replacement 26th Series

All 26th Series vehicles are equipped with a curved, one-piece windshield, locked in its opening with a round rubber wedge in a multi-slotted rubber weatherstrip.

Before starting to remove the windshield, place protective covers over the bonnet and front fenders and over the top of the instrument panel. The cover over the instrument panel may be held in place with masking tape.

Note: For photographic purposes, the protective covers were omitted in the accompanying illustrations.

REMOVAL:

After covering the instrument panel, bonnet and front fenders, remove the windshield wiper arms and blades.

Loosen, but do not remove, the wiper pivot assembly retaining screws under the upper cowl panel so that the assemblies can be raised slightly.

Remove the rear view mirror and bracket and the windshield inside finishing mouldings.



Fig. 1

Remove the screw, indicated by arrow "A", Figure 1, behind the weatherstrip at the outer end of the right or the left lower outside finishing moulding and remove the finishing moulding. Repeat this operation at the opposite side.

Remove retaining nuts and spacers "B", Figure 1, and then move the center outside finishing moulding either to the right or to the left to get one end of the moulding out from under one of the wiper pivot assemblies. Raise this free end and then remove the moulding.



Fig. 2

Carefully pull back the headlining slightly at the location indicated by "Arrow", Figure 2, and remove the retaining nut and spacer that holds the upper corner outside moulding in place. Repeat this operation at the opposite side. Remove both upper corner outside mouldings.

Bump the two side mouldings forward slightly and remove the mouldings.

Using a screw driver, loosen one end of the upper outside moulding,

then carefully remove the moulding. Late cars have a retaining screw in the center of the upper outside moulding which will have to be removed.

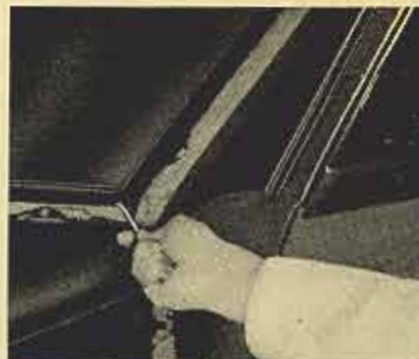


Fig. 3

Using a blunt hook, as shown in Figure 3, pull one end of the lower rubber wedge out of the weatherstrip and then slowly pull out the wedge. Remove the upper and side wedges in the same manner.

The glass and the weatherstrip are removed together. Working from outside the car, push outward with one hand against one upper corner on the inside of the glass while steadying the glass with the other hand on the outside. Repeat this operation on the opposite side.

After the lip around the weatherstrip is on the outside of the windshield opening flange along the sides and top, the glass is ready for removal and may be lifted off the lower flange. Two men should lift the glass out because it is large and rather heavy.

With the windshield out of the car, work the weatherstrip off the

glass exercising care so as not to cut or tear the rubber.

INSPECTION:

Inspect the flange around the windshield opening in the body. Sharp or burred edges should be filed off; otherwise they may cut the weatherstrip when the glass is being installed. Irregular or bent sections of the flange should be straightened so that an undue strain will not be placed on the glass at one particular point.

Carefully inspect the weatherstrip and the round rubber wedges for cuts or other possible damage and replace if necessary. Inspect the edges of the new windshield glass for cracks, chips and uneven edges which might cause the glass to crack after it is installed.

INSTALLATION:



Fig. 4

Work the weatherstrip over the edges of the glass with the slot for the wedges toward the inside of the glass. See Figure 4.



Fig. 5

Apply a soap and water solution or lubriplate all around the weatherstrip in the slot for the wedges, Figure 5, and also in the slot which engages the flange in the body.

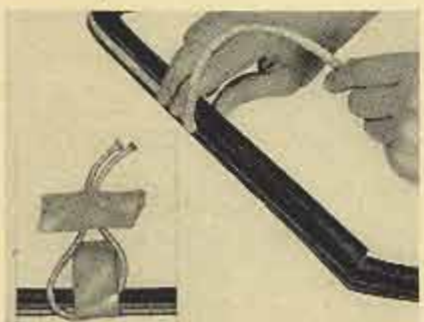


Fig. 6

Place a heavy cord, preferably

sash-cord about 17 feet long, around the weatherstrip in the slot which engages the flange in the body. See Figure 6. The cord should be installed so that the ends will cross at the bottom of the glass. The ends of the cord then should be taped to the inside of the glass as shown in the insert in Figure 6.

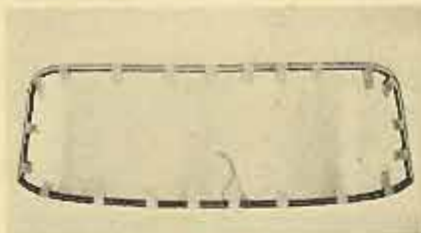


Fig. 7

Hold the weatherstrip and cord in place with strips of masking tape as shown in Figure 7.

Place the assembly into the opening in the body and use a blunt hook to work the inner lip of the weatherstrip over the lower flange. Work the assembly downward as far as possible and center the assembly. Be sure the glass weatherstrip is in place under the wiper pivot assemblies.

Two men should perform the following operations which involves removing the cord to work the inner lip of the weatherstrip over the flange.

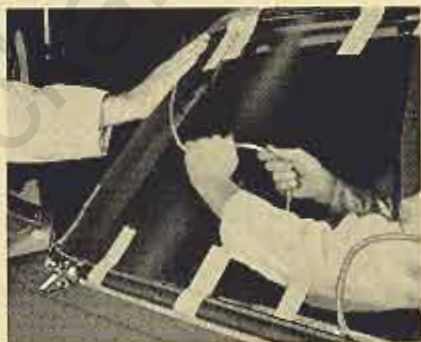


Fig. 8

The man inside the car should pull inward on one end of the cord while the other man pushes or slaps on the outside of the glass at the point where the cord is coming out of the slot in the weatherstrip. See Figure 8. Continue this operation until the cord is pulled out to approximately the center of the glass at the top and then repeat the procedure on the opposite side.

After the cord has been pulled out of the slot, the inner lip of the weatherstrip should be over the flange all around the weatherstrip;



Fig. 9

however, if the lip is not over the flange at some location, it can be worked over the flange with a blunt hook as shown in Figure 9.



Fig. 10

Apply lubriplate in the upper weatherstrip groove to provide easier installation of the sash-cord and upper outside finishing moulding. Using Windshield Trim Moulding Installer Tool J-5511, start at one end of the lip and work the sash-cord under the weatherstrip lip all the way across as shown in Figure 10.



Fig. 11

With one man holding the finishing moulding in position at the opposite end, place the other end in position as shown in Figure 11. With the lower lip of the moulding caught under the weatherstrip lip, apply pressure upward on the moulding and slowly pull down on the sash-cord, work the moulding upward along the sash-cord as it is being pulled downward. It may be necessary to bump the moulding upward with a block of wood or a soft hammer as the moulding is progressively installed across the

windshield. Install the screw in the center of the upper edge of the moulding. The early cars do not have a screw in the center of the moulding and it is suggested that a screw be installed to assist in holding the moulding in place.



Fig. 12

The side mouldings are installed in the same manner as the upper moulding. See Figure 12.

Pack some dum-dum around the outside upper corner moulding retaining bolts and install the mouldings, spacers and tighten the nuts securely which are located back of the headlining indicated by "Arrow", Figure 2.



Fig. 13

Place a piece of masking tape at the center of the glass both at the top and bottom. Using Weatherstrip Insert Seal Replacer Tool

J-4734-1, thread the lower wedge through the eye of the tool as shown in the insert in Figure 13.

Thread the wedge through the tool until the center of the wedge is reached, with the ends of the wedge an equal distance from the eye of the tool. Brush lubriplate over the end of the tool and on the wedge.

Starting from the center, work the tool into the slot in the weatherstrip and then work the tool toward the left side of the car. See Figure 13.



Fig. 14

After the wedge is installed on the left side, use Tool J-4734-2 to install the right side half of the wedge. See Figure 14.

The upper wedge is installed in the same manner as the lower wedge—that is, starting from the center and working outward, Tool J-4734-1 is used for the right side and Tool J-4734-2 for the left side. Install the two short side wedges in the same manner.

Before installing the center outside lower moulding, pack some dum-dum around the retaining bolts to prevent a possible water leak at these points. See Figure 15. Insert one end of the moulding under a wiper pivot assembly far enough so that the other end of the



Fig. 15

moulding can be inserted under the other wiper pivot assembly, line up and insert the moulding clip bolts through the weatherstrip and body flange. Install the two spacers and nuts and tighten securely.

Insert the lower outside mouldings under the wiper pivots and install the retaining screws indicated by "A" Figure 1.

Install the inside finishing mouldings, rear view mirror and bracket. Tighten the wiper pivot assembly retaining screws and install the wiper blades and arms.

Rear Brake Support Plate Bolt Torque

26th Series

The bolt torque specification for attaching the 26th Series rear brake backing plates is 45 to 50 ft. lbs.

Auto-Lite Starting Motors

2601

Due to material shortages, approximately 1,020 Clippers, 2601 Models only, will be equipped with Auto-Lite starting motors. The balance of the electrical equipment on these cars will remain Delco.

The anti-kickout type Bendix Drive is no longer used on the 2601 model cars.

Carburetor Specifications "WCFB" Carburetor

26th Series

The 4-barrel carburetor "Unloader Adjustment" specifications have been changed from $9/64" \pm 1/64"$ to $9/32" \pm 1/64"$.

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

Autolite Spark Plugs Specification Change

Auto Lite A-7 spark plugs are now used in production. They also have been approved for Service.

Please record this change in your 26th Series "Mechanical Specifications and Adjustments."

Note: The Auto Lite A-7 spark plug may be ordered under Part No. 439434.