

SERVICE Counselor

PACKARD MOTOR CAR COMPANY

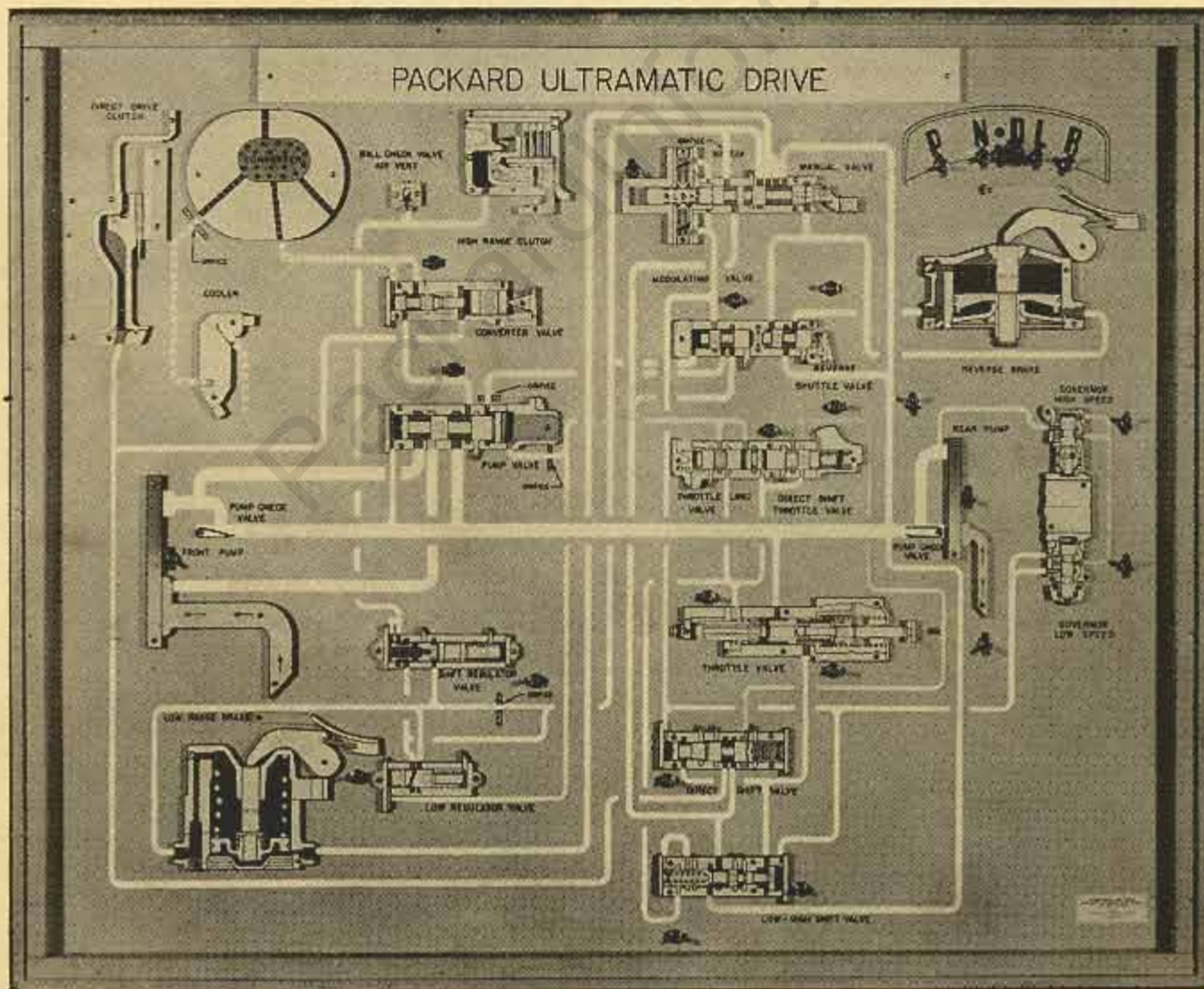


Counselor

VOL. 28, NO. 10

OCTOBER, 1954

Something New In Service Training



"ANOTHER PACKARD FIRST". The unveiling of a new Service Training Panel at the Gear-Start Ultramatic Transmission Schools held for Zone personnel in September was received with outstanding enthusiasm, everyone agreed that this new approach to Service Training has removed the mystery of the operation of the hydraulic system resulting in a better understanding of Ultramatic diagnosis and servicing.

A similar type of trainer has been used for some time by several Airlines to instruct their service personnel in hydraulic and electrical systems. It is also used by some major oil companies to instruct their pumping station attendants, along the "Big Inch and Little Inch" so they may be able to recognize trouble, what type of trouble and where it is located, etc., but this is the first time it has been applied in the automotive industry for training purposes.

From a practical standpoint, all valves, clutches and pistons are incorporated in the trainer, they are movable to any desired position to obtain the same function that occurs in the transmission. Hydraulic passages are lighted in color and controlled by individual switches so that the circuits may be easily followed in any and all selector positions.

In operation, the trainer will do every operation that the transmission does. In other words, after the engine is started and the front pump puts out pressure, the car can be driven in all selector positions. The training panel is used in the same manner and follows the exact sequence of operation that takes place in the transmission.

We feel that every serviceman will welcome this new trainer at the dealer schools which will be held in the near future. A better understanding of the hydraulic system will save many hours in diagnosing troubles, resulting in quicker and better repair jobs for the Packard owner.

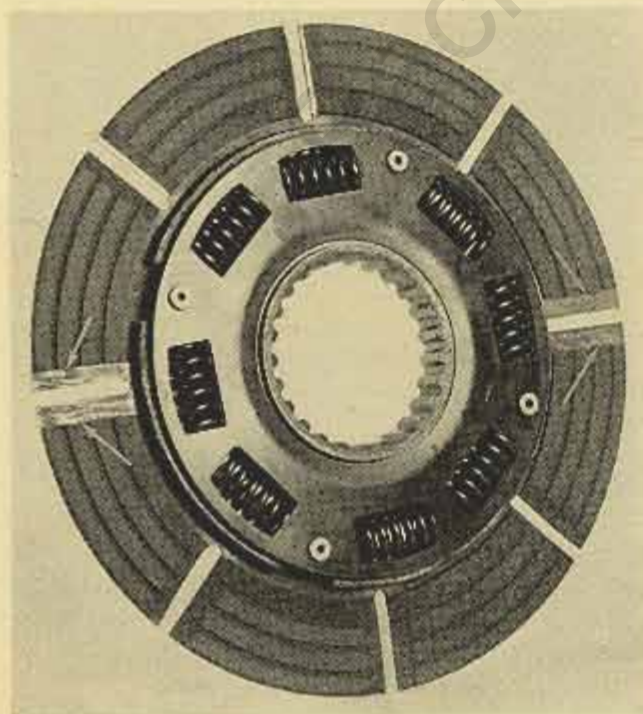
★ ★ ★ ★ ★

Direct Drive Clutch Slippage

Gear Start Ultramatic Transmissions

Direct drive clutch slippage may be encountered occasionally on early production Gear-Start Ultramatic Transmissions.

The ends of the clutch facings are chamfered at the slots in the driven plate to retain an oil cushion between the plate, pressure plate and the clutch piston, however, in some instances, this oil cushion has caused the clutch to slip.



If direct drive clutch slippage is encountered on early production units and the converter "in" and direct drive clutch pressures are within specifications, it is suggested that the direct drive clutch plate be removed and reworked as follows:

Using a razor blade, cut the chamfer portion off the ends of four facings at two slots on the rear side of the plate directly opposite each other as shown in the illustration. Be sure to leave a sharp square edge on the facings.

Cut off the chamfered ends of four facings at two slots directly opposite each other on the forward side of the plate.

When the direct drive clutch is engaging, the sharp ends of the facings will wipe the oil film from the pressure plate and piston thereby reducing clutch slippage.

Service Replacement Engines

24th-25th-26th-54th Series

Please refer to your Service Counselor Vol. 28, No. 9, September, 1954 on the subject "Service Replacement Engines."

Remove all reference to 24th, 25th and 26th Series models and installation instructions pertaining to these models from the article as the information refers to the 54th Series only.

When ordering service replacement engines (stripped engines) for the 24th, 25th and 26th Series cars, use the part numbers listed in your Master Parts Book.

NOTE: Please change the part number 458167 in the article for models 5406-13-26-31 to part number 458168.

Ultramatic Oil Leaks

We receive numerous letters and telephone calls requesting information and assistance relative to Ultramatic Transmission oil leaks. Most of the conditions described have been covered in past Service Counselor articles.

Therefore, we are listing the Service Counselor articles pertaining to oil leaks and suggest that all service personnel review this information. We believe that if you follow the instructions and procedures, you will not have any difficulty in correcting Ultramatic oil leaks.

Service Counselors

Vol. 28, No. 6, June, 1954

Ultramatic Starter Safety Switch Oil Leaks

Vol. 27, No. 11, November, 1953

Ultramatic Breather Oil Leaks

Vol. 26, No. 12, December, 1952

Ultramatic Oil Leaks—At The Flywheel Housing Lower Cover Drain Hole

Vol. 26, No. 2, February, 1952

Ultramatic Bell Housing Oil Seal Drain Back Area Increased

Vol. 25, No. 14, December 1, 1951

Ultramatic Bell Housing Oil Seal Drain Hole Enlarged

Vol. 25, No. 10, October 1, 1951

Transmission Oil Seals—Correct Installation and

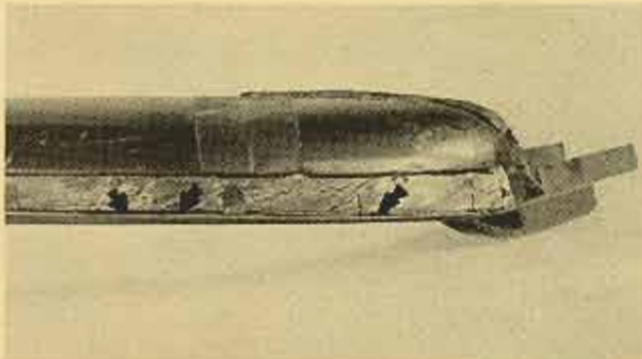
Ultramatic Bell Housing Oil Seal Leaks—Caused by Converter Mis-alignment

Folding Top Header Water Leaks

Convertible and Caribbean

A few reports have been received of water leaks at the folding top side rails. These cases of leaks have been in the minority but in most instances, the source has been very difficult to locate.

If water should drip out of the forward ends of the side rails where they are bolted to the header, its



source may be traced to an opening at the forward lower edge of the header. "See arrows on the illustration." Water entering the header will flow back through the ends of the header and into the side rails.

Openings in the leading edge of the header can be sealed with Dolphinite Non-Drying Sealer by following the procedure outlined:

1. Remove the header trim mouldings and moulding retainers. Remove the tacks that attach the top covering to the header and remove the header trim welt. Do not remove the header weatherstrip unless it is necessary to reinsert it in place.

2. Carefully, work some sealer into any openings found along the leading edge of the header where the upper and lower panels are spot welded. Fill in the lower edge and ends of the tacking strip with sealer.

3. With the top lifted slightly from the windshield, tack the trim welt in place so that the welt bead will bear downward against the weatherstrip. Tack the top covering in place. Install the trim moulding retainers in place so that the trim mouldings when installed, will bear downward against the welt bead.

The Dolphinite Sealer is available at the Central Warehouse in 6 oz. tubes under Part No. 436276.

Wiring Diagram Correction

54th Series

Please refer to your Service Counselor Vol. 28, No. 4, April, 1954 "Mechanical Specifications and Adjustments" Page 29.

At the lower part of Page 29, you will note a wire identified as "Body Feed." In the wiring diagram this wire is connected to the "Bat Post" on the back of the instrument cluster. This is incorrect and should be connected to the "Aux. Post" to provide circuit breaker protection for the rear chassis and body wiring.

Please make this correction on your wiring diagram.

Front Underseat Heater Fan Guard

54th Series

An underseat heater fan guard and screen assembly was recently released for production.

Articles sometimes accumulate under the front seat and occasionally these items may be drawn into the fan blades causing a noise or bent blades.

Part No. PA-458299 Front Underseat Heater Fan Guard and Screen Assembly is available at the Central Warehouse.

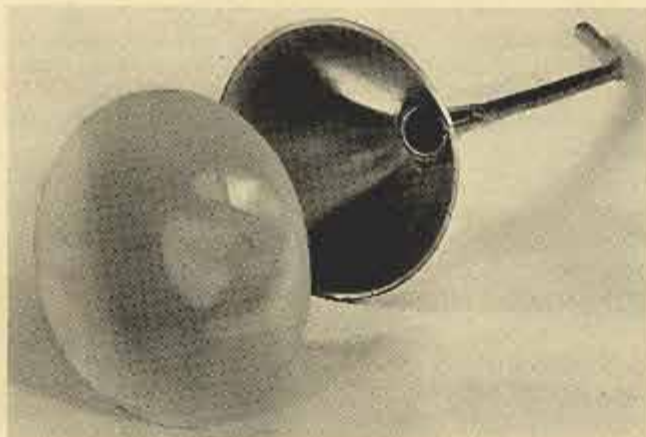
Installation is accomplished by removing the three sheet metal screws and collar attached to the heater and installing the guard assembly in its place.

"Tips From The Editor"

FILLING GEAR START TRANSMISSIONS

Illustrated is a practical and inexpensive tool which can be made up in your shop for filling the Gear Start Transmissions.

Bend a piece of $\frac{5}{8}$ " O.D. copper tubing approximately one foot long to a 45° angle as shown and solder it to a funnel.



A fine mesh paper paint strainer placed in the funnel provides a good method of straining the fluid. A new strainer should be used at each filling.

Oil Filter Cartridge Change Period Revised

Recently a change was made in service recommendations whereby the Oil Filter Cartridge should be replaced at 4000 mile intervals instead of every 8000 miles.

With the use of today's highly detergent lubricating oils, the sludge and foreign impurities are held in suspension. The filtering element is therefore able to remove a greater amount of these impurities and consequently the filter cartridge becomes clogged at an earlier mileage.

Carburetor Choke and Fast Idle Settings Changed

The choke setting on the 4-barrel carburetor used on the 359 cu. in. 212 H.P. engine has been changed to "1½ points lean" instead of "on the index mark."

When changing the choke setting on these cars in the field, it is *very* important that the fast idle screw be turned in approximately one full turn.

These new settings reduce the possibility of loading up and stalling the engine during cold weather operations.

Nylon Upholstery

Body Types 5497-5467

A few reports have been received of snagged or pulled threads in the nylon upholstery used in the Sportster and Panama cars (body types 5497-5467). To provide the desirable softness, this material is loosely woven, therefore, it has a greater tendency to snag. Extra precaution should be taken to prevent any sharp or pointed object coming in contact with the fabric.

All nylon upholstery on body types 5497 and 5467 beginning with July 12, 1954 production is coated with a solution which binds the threads together and reduces the tendency to snag. The coated upholstery material can be identified by its glossy appearance and feel.

Nylon upholstery in cars produced prior to July 12, if snagged, can be repaired and coated with a solution of Conditioner 6-54 and Packard Fabric Cleaner in the following manner:

1. Remove the seat cushions and seat backs from the car. Using a crochet hook, carefully pull the snagged threads back in place. In most instances, the threads can be pulled back in place satisfactorily.
2. Place masking tape along the edges of the leather trim next to the nylon fabric to protect it during application of the solution.
3. Mix 1½ ounces of Conditioner 6-54 in 2 quarts of Packard Fabric Cleaner. Using an ordinary clean paint brush, carefully brush the solution evenly into the nylon material. When mixed in the above quantity, the solution is enough for one car.
4. The solution usually dries in 3 or 4 hours, but overnight drying is preferred.

The Conditioner 6-54 is available at the Central Parts Warehouse in 1½ ounce containers under part number 458356. The Packard Fabric Cleaner is listed in the Accessory Section of your Parts Book.

Keep It Clean

While many Owners are ignorant of mechanical detail, all of them know and appreciate a clean car when it is delivered to them; resent a dirty or greasy one.

The few minutes required to use covers on seats and fenders and to wipe off the windshield, steering controls, etc., before walking away are a guilt-edged investment in customer good-will.