

# SERVICE C

PACKARD MOTOR CAR COMPANY



## counselor

VOL. 28, NO. 3

MARCH, 1954

### Packard Parts and Service Manager's Clubs PORTLAND ZONE

Packard Parts and Service Manager's Clubs were recently organized in the Portland Zone. Packard Dealers, as well as Parts and Service Managers, have evidenced their desire for such an organization for some time and the results of the first series of meetings indicate the program will be quite successful.

There will be four separate clubs covering all Packard dealers in the Portland Zone with regularly scheduled meetings in each district every 60 days. The regular program generally consists of a dinner, followed by a guest speaker who is an associated manufacturer's representative and is allowed thirty to forty-five minutes for his presentation and is then excused. A more informal meeting follows, during which all problems encountered connected with parts and service are discussed. The meetings are usually attended by the Service Representative in his respective district. The Zone Manager, Warehouse Manager, District Manager or the Zone Service Manager also attend occasionally.

These meetings have an intangible value in that mutual problems are discussed and many times solved. Merchandising ideas and technical information are discussed resulting in better relationship between Dealer and Zone personnel. In addition many close ties and friendships are formed, all adding up to a close-knit organization to help do the job better and easier.

Pictured in a recent Seattle meeting are Parts and Service Managers from Yakima, Tacoma, Mt. Vernon, Bellingham, and Seattle Dealerships. Zone personnel attending are J. H. McCord—Zone Manager, James C. Halver—District Manager and L. O. Manor—Zone Service Representative.





# Service Front Fenders

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

By omitting the moulding attaching holes in the service replacement front fenders, it requires but two front fenders to service all models of the 24th, 25th, 26th, and 54th Series cars. This simplifies the stocking of fenders for the central warehouse, zone warehouse as well as the dealers' stock.

The location for drilling the moulding attaching screw holes will be identified with paint marks of round, square, triangle, cross and rectangular design for the different model cars. The grille extension moulding holes used on the 26th and 54th Series cars will not be indicated on the service fenders; therefore, it will be necessary to lay out the location for drilling these holes.

Installation instructions (For example Model 5411).

1. Install the primed fender on the car and tighten all of the attaching bolts. Install and tighten all of the radiator grille bolts.

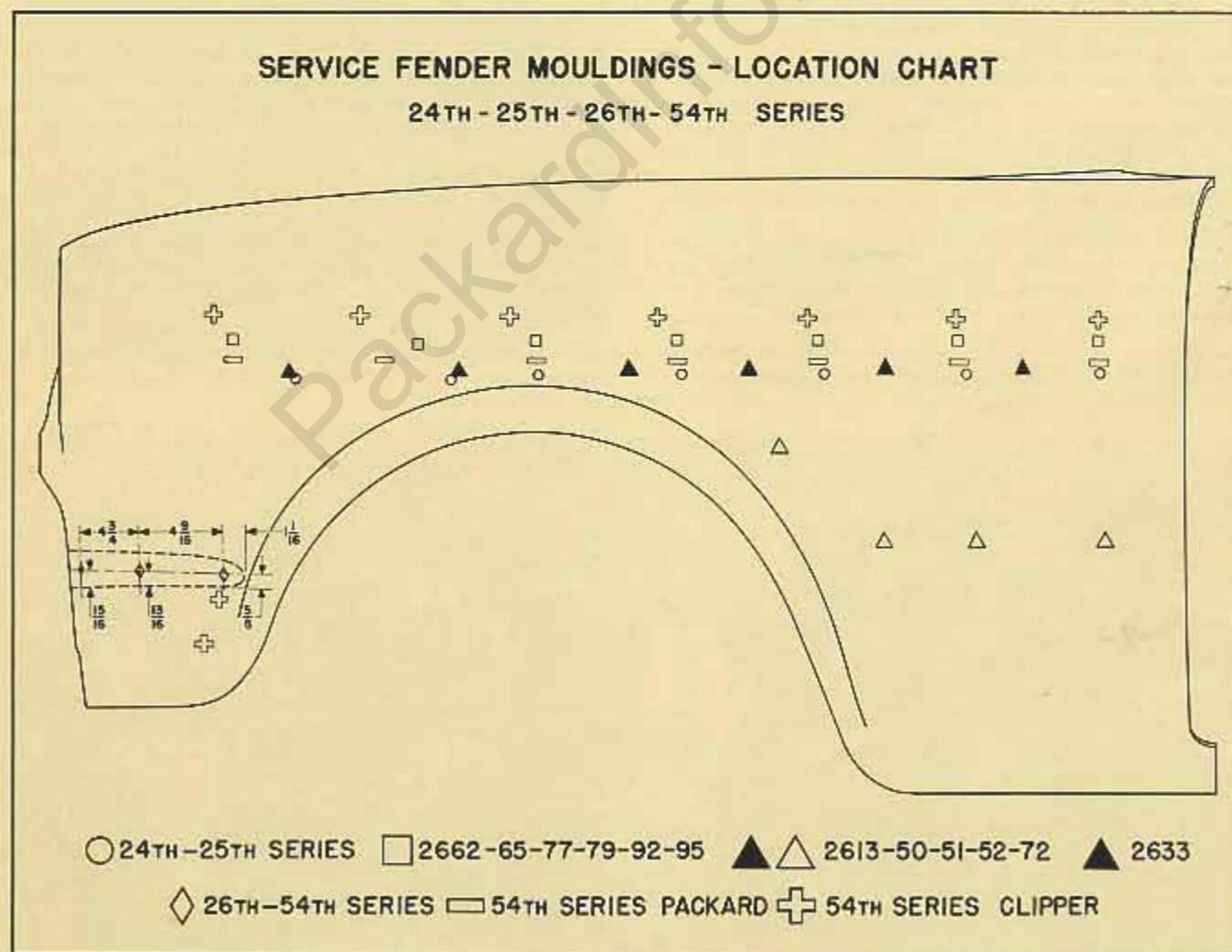
2. Center punch in the exact center of each of the rectangular paint marks. Drill  $\frac{1}{4}$ " holes through the fender at the locations just center punched. While holding the mouldings and clips in place on the fender, check the moulding alignment. It may be necessary to file out some of the holes to obtain correct alignment.

3. Double nut the grille extension moulding stud and remove the stud from the moulding.

Insert the forward end of the moulding into the grille opening. Hold the moulding in place against the fender so it is in alignment and fits the contour of the fender. Mark the outline of the moulding with a pencil as shown by the dotted line on the illustration.

Measure up from the bottom pencil mark to the measurements shown and mark a center line as shown.

Measure  $1\frac{1}{16}$ " from rear pencil mark (end of





moulding) forward to locate rear screw hole and center punch this location. Measure  $4\frac{9}{16}$ " forward of rear punch mark and center punch center screw hole location. Measure  $4\frac{3}{4}$ " forward of center punch mark and center punch front screw hole location.

Drill three  $\frac{1}{2}$ " holes through the fender at the locations just described.

4. Paint the fender and install the mouldings. Be sure to install the sealing washers to prevent dirty water from leaking through and running down on the outside of the fender.

The service front fenders are available at the parts warehouse and may be ordered as follows:

Part No. 436526 Front Fender—Right—24th, 25th, 26th, 54th Series.

Part No. 436527 Front Fender—Left—24th, 25th, 26th, 54th Series.

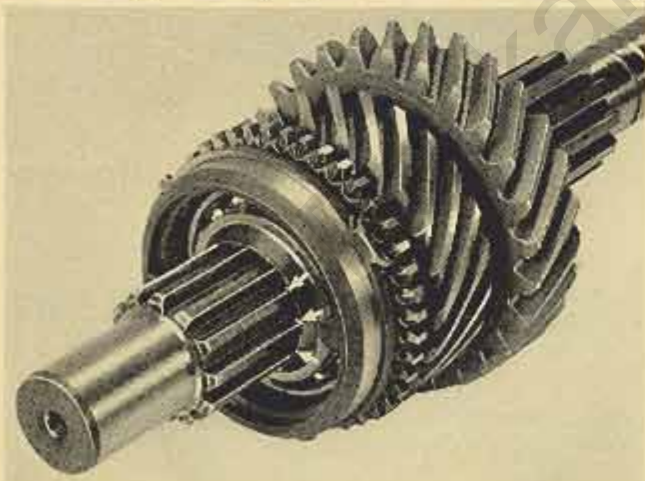
## 2nd Speed-Gear Clash

### Std. Trans and Overdrive

A few reports have been received of gear clash when shifting into second gear on standard transmission or overdrive equipped cars.

If the clutch is adjusted properly and is also functioning properly, the gear clash is probably caused by incorrect operation of the synchronizer brakes.

Gear clash caused by incorrect synchronizer brake operation may be due to burrs on the rolled lock ring which preloads the bearings on the driving shaft gear and bearing assembly. (See arrows on illustration).



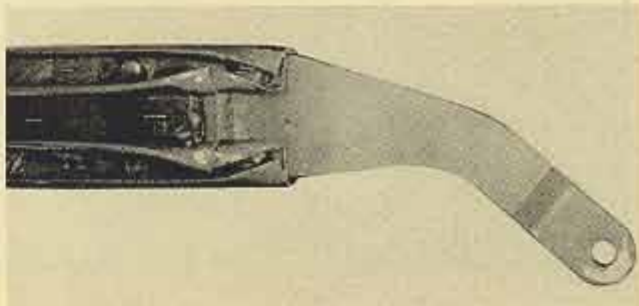
Any burrs found on the lock ring should be removed with a file as they will prevent the direct and second speed clutch gear from shifting rearward far enough to apply the synchronizer brake.

## Convertible and Caribbean Tops

A few reports have been received where a number of small holes have appeared in the rear quarter section of the convertible top after it has been raised and lowered several times.

This damage is generally caused by sharp corners at the ends of the center section of No. 4 bow where it attaches to the end pieces.

Before replacing convertible top material, the No. 4 bow should be inspected for sharp corners and if necessary they should be hammered down as shown in the illustration.



Occasionally you may encounter a top covering that is too tight or too loose. Note the four screws and slots for adjustment at the ends of the No. 4 bow. This provides an up and down adjustment of the bow to take care of loose or tight top covering conditions.

## Air Conditioning Tools

Illustrated are two air conditioning system tools, Fig. 1, that are required when removing and replacing the compressor.

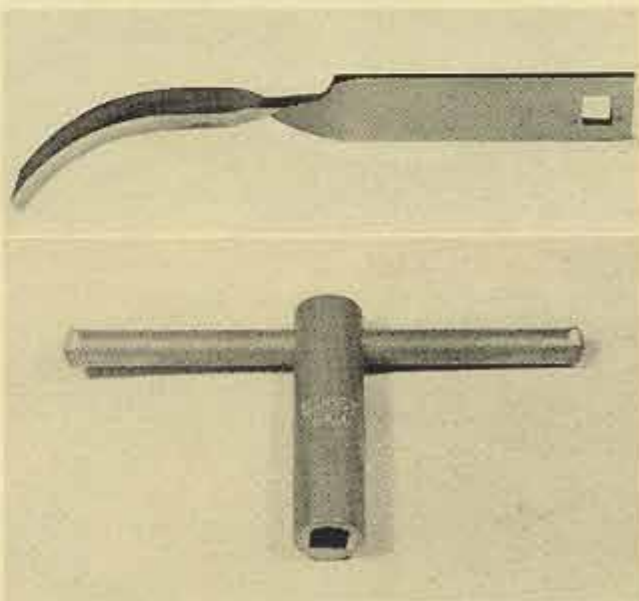


Fig. 1

The compressor must be removed when it is necessary to remove the cylinder head for any reason; therefore, all Dealer Service Stations should be equipped with these two tools.

The  $\frac{1}{4}$ " Liquid Valve Key J-5427 is used to shut off the high and low pressure valves at the compressor, Fig. 2. The Compressor Belt Tension Tool



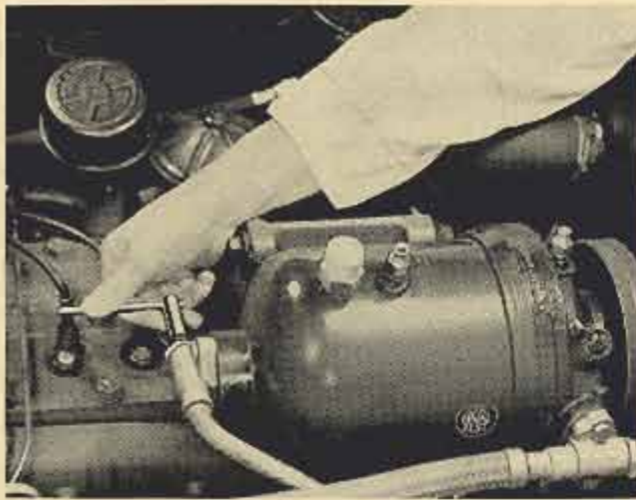


Fig. 2

J-5577 is used with a 100 ft. lb. torque wrench to properly adjust belt tension, Fig. 3.

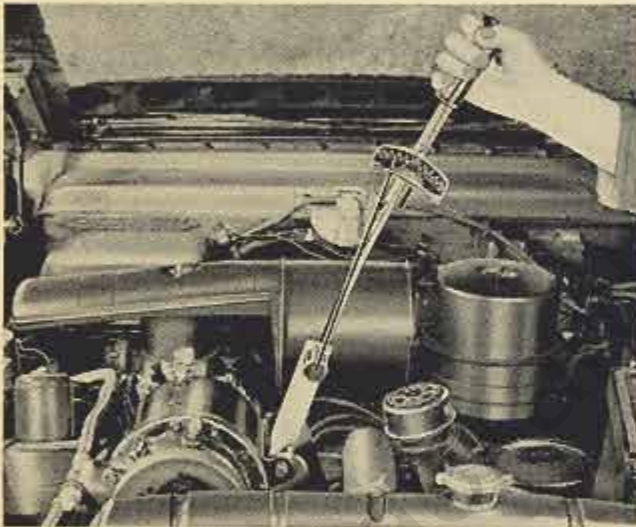


Fig. 3

Removing and replacing the compressor is described on pages 24 and 25 of your Serviceman's Training Book, "Packard Air Conditioning."

These tools should be ordered direct from the Kent-Moore Organization, Inc., 3044 W. Grand Blvd., Detroit 2, Michigan, as listed:

- J-5427  $\frac{1}{4}$ " Liquid Valve Key Price \$0.70  
 J-5577 Compressor Belt Tension Tool Price \$6.50

## Delco Starter Motor Removal

### 54th Series

Early production 54th Series cars equipped with Delco starter motors have an extra long clutch shifter lever pivot bolt which makes it difficult to remove the starter motor upper attaching bolt.

After the starter motor has been removed, it is suggested that the excess threaded portion of the pivot bolt be sawed off flush with the nut.

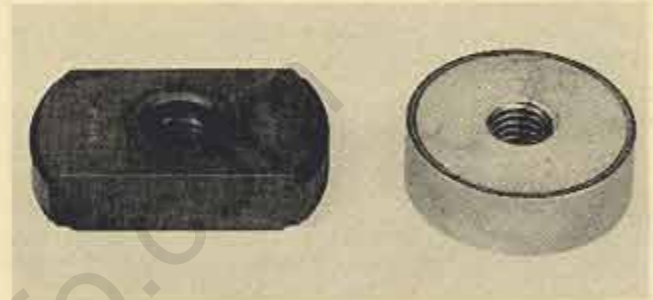
A standard  $\frac{5}{8}$ " universal socket ( $\frac{3}{8}$ " drive) with extension can then be used to remove and replace the starter motor attaching bolts.

## New Differential Tools

### 54th Series

Due to certain design changes in the 54th Series differential housings, two additional tools are required to properly service the 1954, 54th Series differential assemblies.

These two tools are used only in removing the pinion bearing cups. They are used in conjunction with previously released differential tools as described and illustrated in Service Counselor, Vol. 27, No. 8, August 1953.



The tool on the left in the illustration is used to remove either the 25 or 40 degree rear pinion bearing cup. The tool on the right is used to remove the front pinion bearing cup.

Tool orders should be sent direct to Kent-Moore Organization, Inc., 3044 W. Grand Blvd., Detroit 2, Michigan, as listed:

- J5679 Rear Pinion Bearing Cup Remover 25 Degree and 40 Degree—Price \$5.20  
 J5678 Front Pinion Bearing Cup Remover—Price \$4.95

## 4-Barrel Carburetor Kit

### 24th-25th-26th-54th Series with 327 Cu. In. Engine

Numerous requests have been received for 4-barrel carburetor changeover kits for the 24th, 25th, 26th, and 54th Series Cars that are equipped with the 327 cu. in. engine.

The changeover kits are available at the Central Warehouse and may be ordered as follows:

PART NO.	DESCRIPTION	NO. REQ'D.
458212	Motor carburetor changeover kit.....	1
	Models: 5401-11	
458213	Motor carburetor changeover kit.....	1
	Models: 2611-13	
458214	Motor carburetor changeover kit.....	1
	Models: 2401 (With 327 cu. in. Eng.)	
	2401 (Bodies 2467-69)	
	2402-06-13	
	2501 (With 327 cu. in. Eng.)	
	2502-06-13-31	

The suggested installation time is the same as removing and replacing intake manifold as listed in the flat rate manual operation No. 5-147.