PARTS • ACCESSORIES • PRODUCT

SERVICE Counselor

PACKARD DIVISION
OF
STUDEBAKER-PACKARD CORPORATION

APPROVED Packard SERVICE

VOL. 29, NO. 12 NOVEMBER 15, 1955

Trunk Lid Lock

56th Series

The following information covers the new 56th Series trunk lid lock service instructions.

LOCK REMOVAL

Remove spring clip, rubber anti-rattler and disconnect latch rod from lock.

Remove horseshoe retainer from lock body and remove lock assembly from trunk lid.

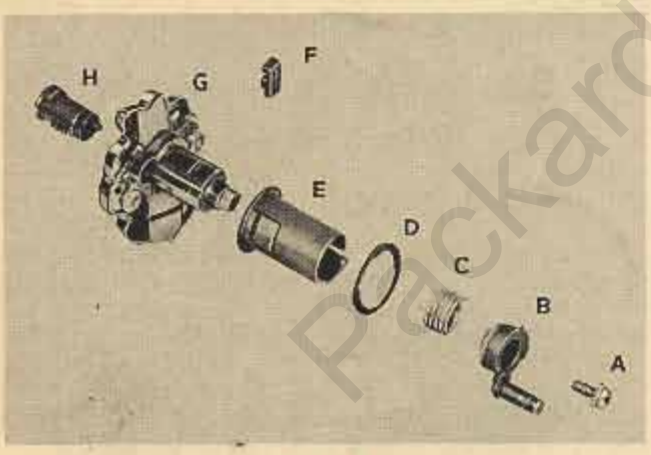


Fig. 1

LOCK CYLINDER REMOVAL.

Insert key in lock cylinder and turn to unlocked position.

Remove screw "A," adapter "B," spring "C," and collar "E" with gasket "D" as shown in figure 1. Insert a stiff wire into hole (See figure 2) and press down on retaining yoke to release and pull the cylinder from the lock housing.

Remove the lock pawl "F" figure 1 from the cylinder housing.

LOCK CYLINDER INSTALLATION

Insert the lock pawl in the cylinder housing with the center groove toward the lock cylinder and the stepped end toward the bottom of the lock as shown in figure 3.

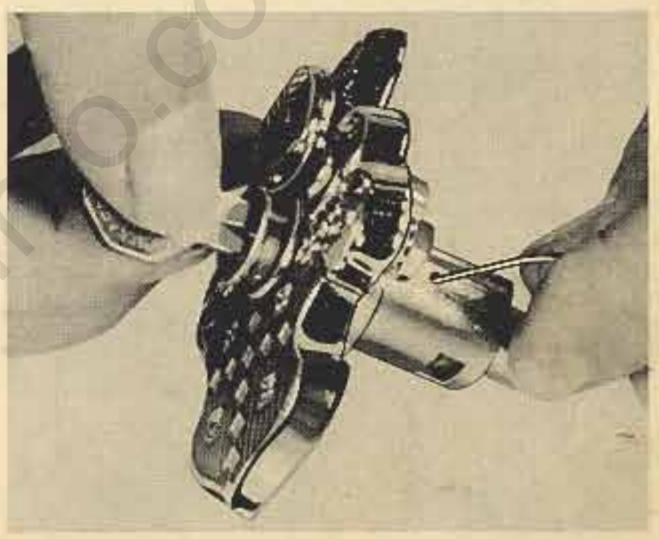


Fig. 2

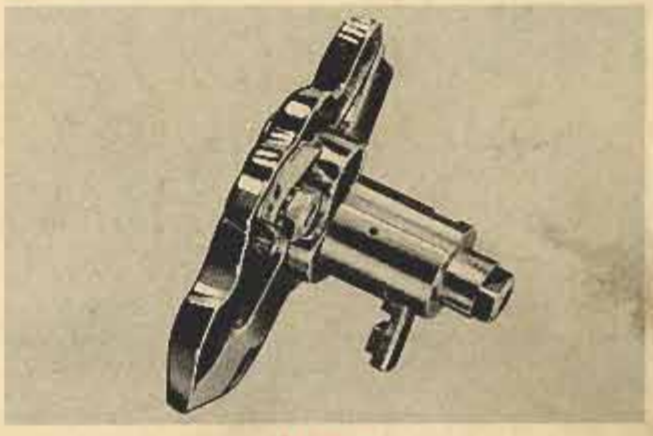


Fig. 3

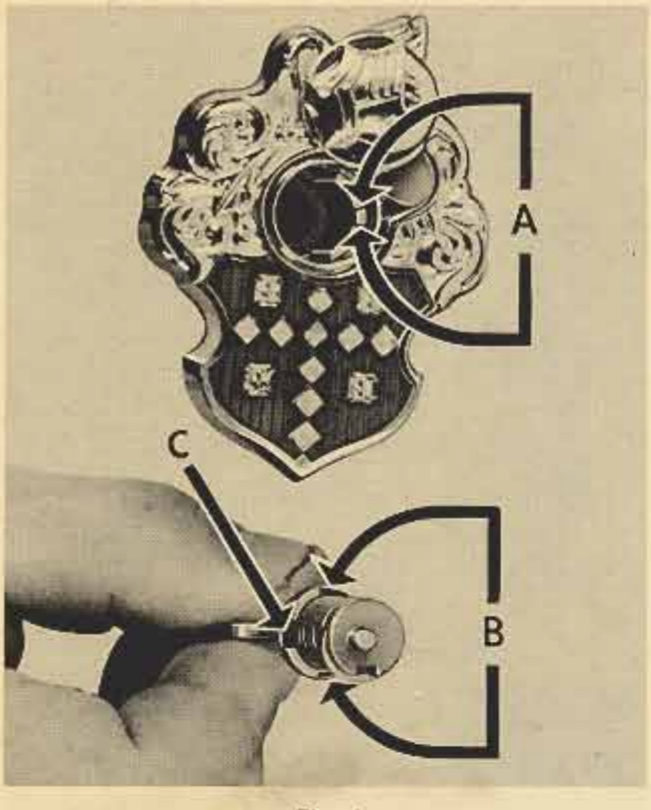


Fig. 4

CAUTION: Note the stop "A" in the lock housing and the two stops "B" on the cylinder shown in figure 4. Do not install the cylinder so that the groove "C" straddles the stop "A" in the housing.

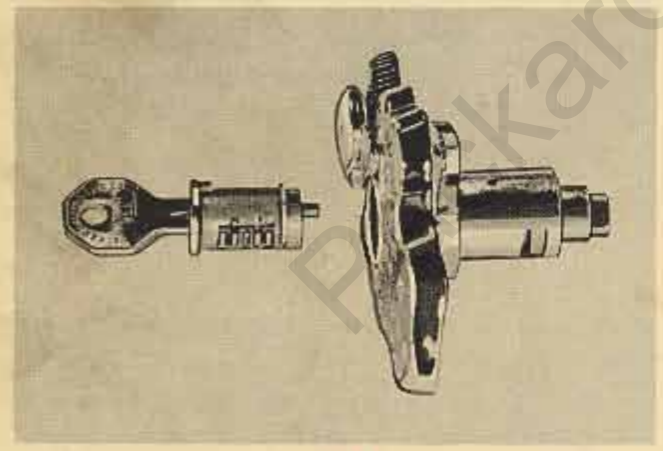


Fig. 5

Insert key in cylinder to line up the tumblers. Insert the cylinder in the housing with the center of retaining yoke in line with wire insert hole, see figure 5. Make sure the retaining yoke seats in its groove in the housing.

If the cylinder is accidently installed with the groove "C" over the stop "A," figure 4, it will be necessary to drill a hole in the housing at the location indicated by the "arrow" in figure 6, so that the yoke can be released with a stiff wire to remove the cylinder.

Install collar "E" figure 1 so that opening in collar for the pawl will mate with the pawl.

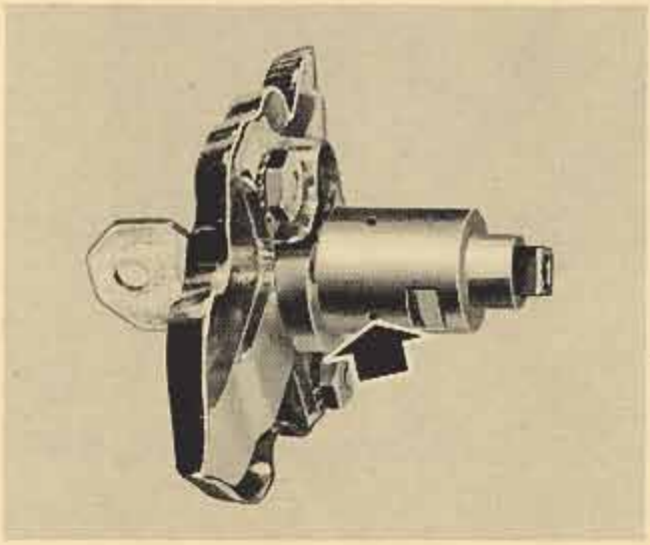


Fig. 6

Install the spring with its straight end inserted in the hole of the cylinder housing, place other end of spring in slot on side of collar.

Position adapter on end of collar. Wind up spring slightly by rotating collar to the right until adapter engages on square end of cylinder housing. Install the retaining screw.

When the lock is correctly assembled, spring tension will rotate the collar to its stop.

Install the lock assembly by reversing the removal procedure.

Ultramatic Transmission Push Button Control

(Supplement)

Since the writing of the Ultramatic Push Button Control article in Service Counselor Vol. 29, No. 11, November 1955, Engineering has incorporated an added safety feature which started with the first 56th Series production cars.

By adding a relay and changing the wiring slightly, the Transmission automatically goes into "Park" when the ignition switch is turned off.

Disregard the two wiring diagrams figure 7 and 8 in the November Counselor and use the wiring diagrams in this Counselor when referring to the electrical circuit.

When removing the transmission control actuator and motor assembly, it will be necessary to disconnect two additional wires (yellow and tan) from the upper relay No. 6489234 shown in figure 1. The other wires to disconnect are described in the first paragraph on page 58 of the November Counselor.

NOTE: IF THE CAR IS TO BE MOVED WITH THE ENGINE NOT RUNNING, IT WILL BE NECESSARY TO TURN THE IGNITION SWITCH ON AND PUSH THE "N" BUTTON TO PERMIT THE REAR WHEELS TO TURN. LEAVE THE IGNITION ON WHILE CAR IS BEING MOVED.

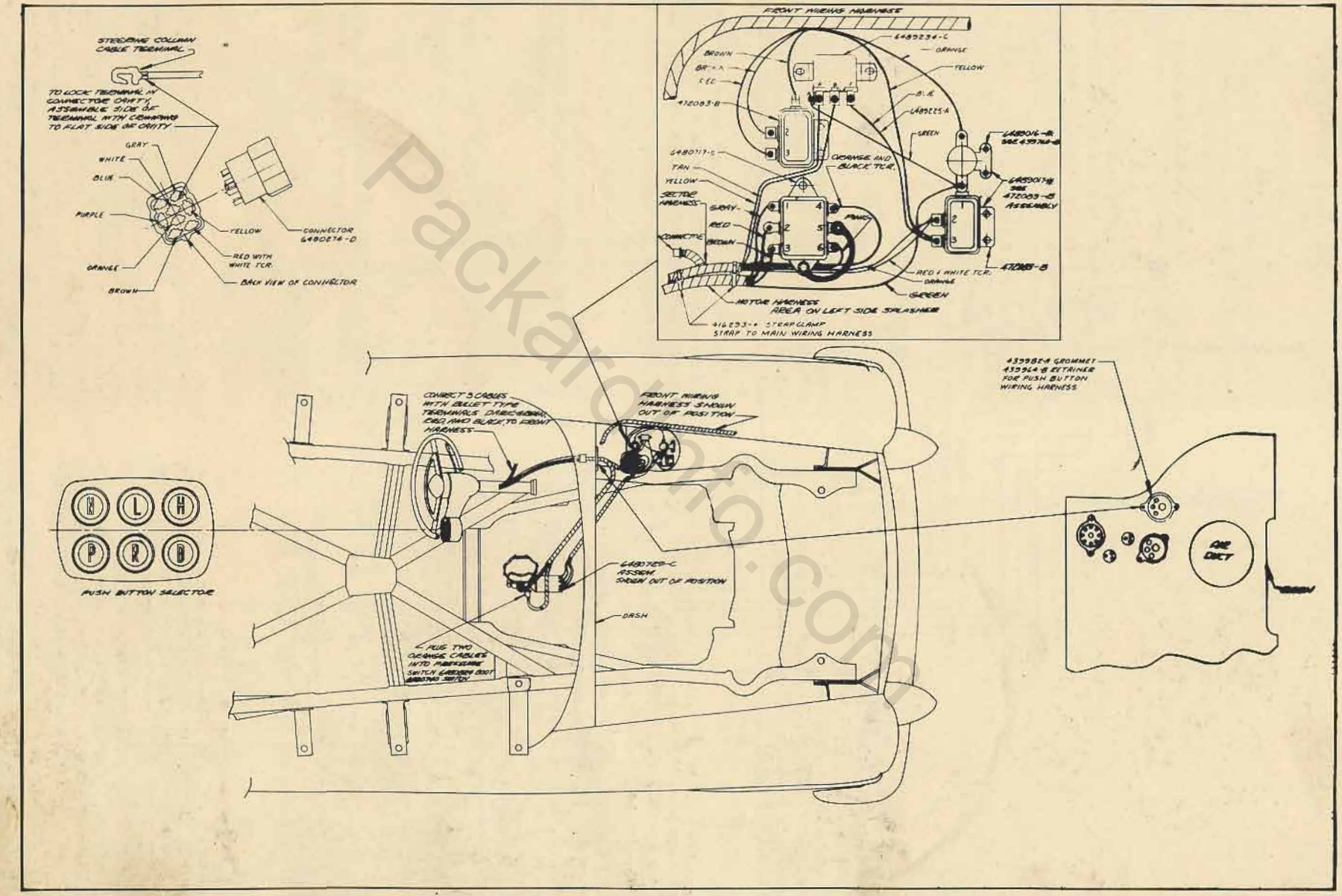


Fig. 1

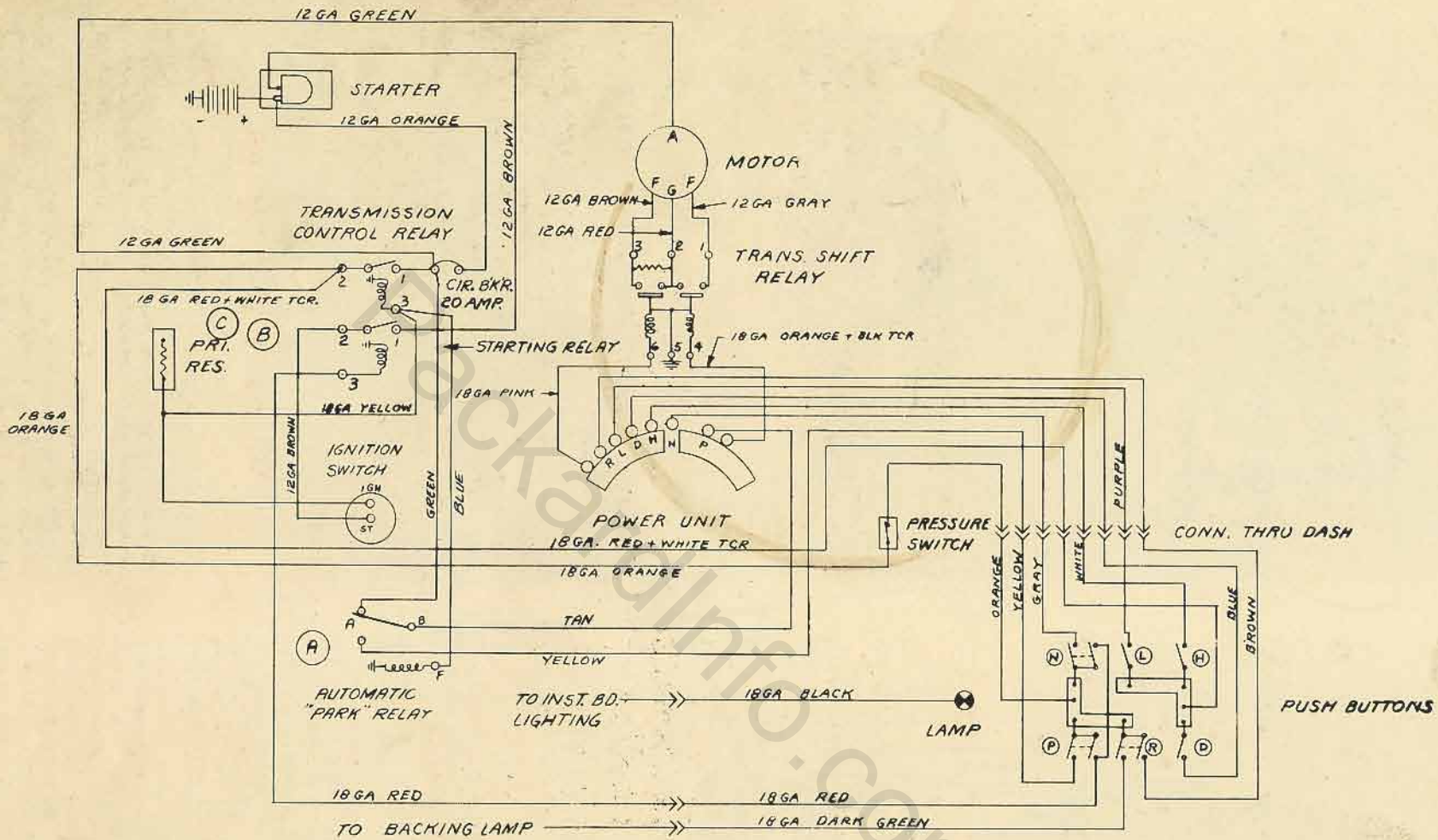


Fig. 2

Ignition Timing

5680-88

First production 374 cu. in. engines (models 5680-88) have the ignition timing set at 5° BTDC and this setting should be used in service.

Starting with engine number D-1834, the ignition timing will be set at 10° BTDC as specified for this engine.

However, bear in mind that this engine has the highest compression ratio in the industry and due to variations in gasoline Octane ratings in different parts of the country, it may be necessary to alter the ignition timing as needed.

NOTE: In some instances, we again refer to engine numbers as described in your Service Counselor Vol. 29, No. 5, May 1955, Subject: "Engine Numbers."

Carter Carburetor—4 Barrel Rough Idle

Rough engine idle has been encountered on a few 56th Series cars equipped with the 4-barrel Carter Carburetor. This condition has been caused by the secondary throttle valves opening slightly at idle speed.

Effective with engine number B-1792, all 4-barrel Carter Carburetor secondary throttle valve return springs will be wound to 1½ turns instead of ½ turn.

If faulty idling is encountered on engines prior to the above number, we suggest you wind up the spring one additional turn or 1½ turns total.

The return spring is located on the secondary throttle valve shaft near the auxiliary throttle valve arm and counterweight.

Carburetor Throttle Control Shaft Lever Extension

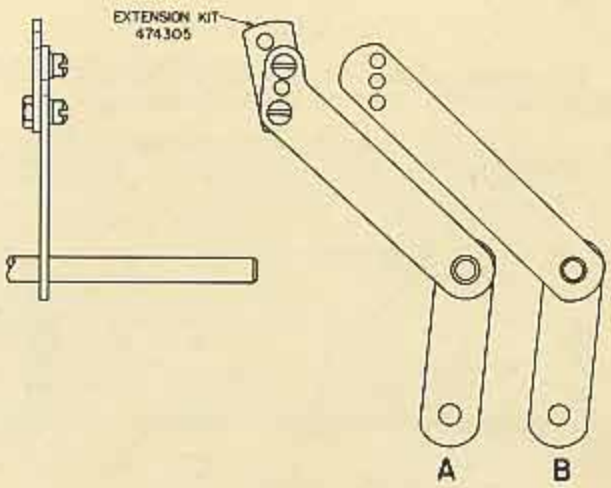
55th Series—Early 56th Series

Please refer to your Service Counselor Vol. 29, No. 7, July 1955 on the above subject.

The 55th Series Ultramatic Transmission was installed on the first production 5640 models when so equipped (transmission serial numbers 5-39010 through 5-40510). The throttle lever extension shown on the lever "A" in the illustration was also used.

56th Series cars having transmission serial numbers A-1001 through A-2101 were equipped with 56th Series transmissions but still have the 55th Series throttle lever "A." Some of these cars may have the extension on the lever and some may not depending upon whether unwanted kick-down was encountered.

If unwanted kick-down is encountered on the 56th Series cars (56th Series Transmissions with the 55th Series lever), we suggest that you install the extension kit Part No. 474305 and readjust the linkage properly.



All 56th Series cars having Ultramatic Transmission Serial numbers after A-2101 will have the throttle lever as indicated by "B" in the illustration which does not require the extension. The carburetor throttle rod should be installed in the center hole of the lever unless unwanted kick-down is encountered, then install the rod in the upper hole and readjust the linkage.

Piston Pin Locks

Please refer to your Service Counselor Vol. 29, No. 8, August 1955 on the above subject.

56th Series 4" bore engines prior to "Engine Plant" numbers A-1347 and B-1196 will have piston pin locks Part No. 440847 (.080" wire size). 4" bore engines after the above numbers will have piston pin locks Part No. 440995 (.063" wire size).

We suggest that you check the piston casting numbers on 4" bore engines as described in the August Service Counselor. All 56th Series 4⅛" bore engines will have Part No. 440995 Piston Pin Locks (.063" wire size).

Auto-Lite Generators

56th Series

Due to a temporary shortage of 56th Series Auto-Lite Generators Part No. 6480145, model GJC-7002, production has installed a few 55th Series Auto-Lite Generators Part No. 439593, model GJC-6001.

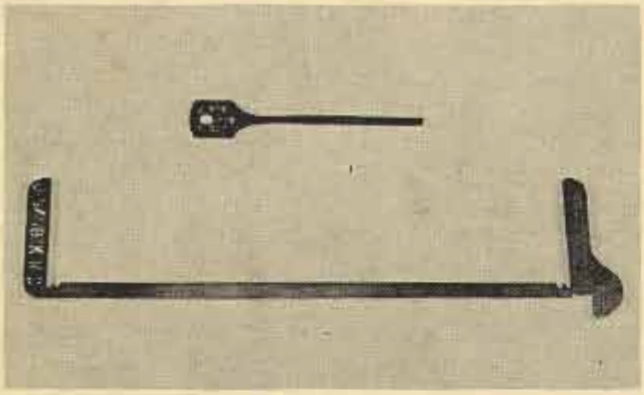
The generators are identical parts wise and the only change is the polarity which was changed to coincide with the negative ground battery.

The name plate on these generators have not been changed, however, they can be identified by a dab of white paint on the face of the generator.

Carburetor Tools

56th Series

Illustrated are the two additional tools required to properly service the 56th Series Carburetors.



J-5458 Secondary Float Gauge—T-109-222, Price $0.30.

J-818-5 Unloader Gauge—T-109-36, Price $0.20.

These two new tools used in conjunction with the carburetor tools listed in your Service Counselor, Vol. 29, No. 3, March 1955, will handle all the adjustments required for all three carburetors used on the 56th Series Cars.

Listed for your ready reference are all the essential tools required to service the three 56th Series Carburetors. Note that some of the tools are listed for all three carburetors.

WCFB-2394 S CARTER CARBURETOR

K.M.O. No.		Carter No.
J-5457	Primary Float Gauge	T-109-232
J-5458	Secondary Float Gauge	T-109-222
J-1388	Fast Idle Gauge	T-109-29
J-6057	Fast Idle Gauge	T-109-189
J-818-3	Unloader Gauge	T-109-28
J-5496	Bending Tool	T-109-213
J-1137	Bending Tool	T-109-41

WGD-2393 S CARTER CARBURETOR

J-818-3	Float Gauge	T-109-28
J-6057	Fast Idle Gauge	T-109-189
J-818-5	Unloader Gauge	T-109-36
J-5496	Bending Tool	T-109-213

4GC ROCHESTER CARBURETOR

K.M.O. No.	
J-5399-A	Float Gauge
J-6057	.024" and .115" Wire Gauge
J-6056	.052" Wire Gauge
J-6061	.040" Wire Gauge
J-5197	Bending Tool
J-6058	Bending Tool
J-4552	Bending Tool

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

NOTE: *Export Dealers* may order from the Studebaker-Packard Corporation, Export Division, 635 South Main Street, South Bend, Indiana.

Torsion-Level Compensator—Service Procedure

56th Series

On the 55th Series cars you were able to ground a wire at each side of the limit switches or the "A" and "B" terminals on the control switch to raise or lower the car when performing work on the Torsion-Level suspension.

Because of a complete change in the wiring and new type limit switches on the 56th Series cars, the old method of raising and lowering the car cannot be used.

1. Remove the four small screws from the small cover plate on the bottom of the control switch. Lower the plate slightly to expose the wire terminals in the control switch.

2. The two outer terminals of the center group of three can be grounded with a screw driver or jumper wire to raise or lower the car.

CAUTION: Do not raise or lower the car by grounding the wires on the solenoids as the limit switches are by-passed and the compensator gears may be damaged.

Air Conditioning Equipment Plenum Chamber Carpet

56th Series

When installing the Air Conditioning Equipment Part No. 6484032 in the 56th Series cars, it will be necessary to order Part No. 6482078 Plenum Chamber Cover Carpet Assembly and list the trim code number of the car.

"Tips From The Editor"

SELECTIVE LEVER STOPS

55th and 56th Series

The selector lever is raised to permit shifting the Ultramatic Transmission into "Park" and "Reverse" positions.

Stops are provided in the upper end of the steering column and on the inner portion of the selector lever to prevent moving the selector lever into "Park" or "Reverse" without raising the lever.

Should you encounter a condition whereby the lever can be moved through its entire range without raising it at the Park and Reverse position, the most likely cause is that a standard transmission manual shift lever has been installed which does not have a stop on the inner tapered portion of the lever.