

SERVICE

C

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OF
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Counselor

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Twin Ultramatic Filler Tube Length

55th Series

The Twin Ultramatic filler tube and oil level indicator have been shortened approximately $3\frac{1}{2}$ " to make the oil level indicator more accessible in checking the fluid level.

The illustration shows the two oil level indicators (dipstick) used in the 55th Series Twin Ultramatic Transmissions. Note the measurements, also that the lettering on the short "dipstick" reads upward from the lower end and the lettering reads downward from the top end on the long "dipstick."

Do not interchange a short "dipstick" with a long filler tube nor a long "dipstick" with a short filler tube as a false fluid level reading will result.

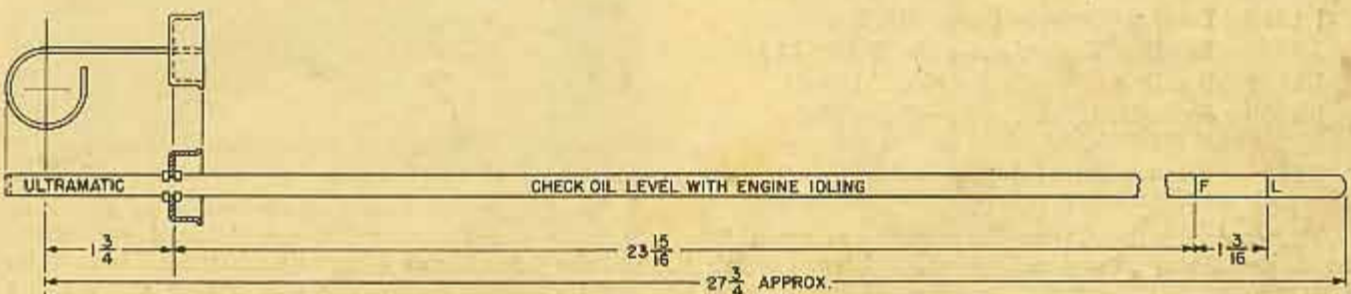
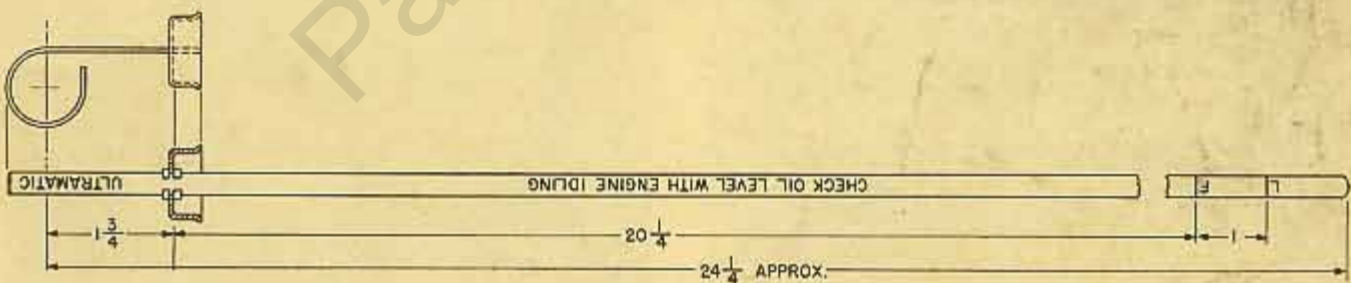
For your ready reference, we are listing the filler tube and oil level indicator part numbers.

Part No. 473112 Filler Tube (short)

Part No. 473171 Oil Level Indicator (short)

Part No. 465887 Filler Tube (long)

Part No. 465849 Oil Level Indicator (long)



Twin Ultramatic Pump Pressure Test Plug

55th Series

Please refer to your Service Counselor Vol. 28, No. 11, November, 1954. In the article "Twin Ultramatic Transmission Hydraulic Tests," you will note the front pump pressure take-off point "1" is shown in Fig. 2 which is a $\frac{1}{8}$ " pipe plug.

Starting with Twin Ultramatic Serial numbers 4600 and 80285 (effective date 12-29-54), the $\frac{1}{8}$ " pipe plug was discontinued and a $\frac{3}{4}$ " x 16 x $\frac{3}{8}$ " hex head plug was installed in its place to reduce oil leaks at the plug bushing.

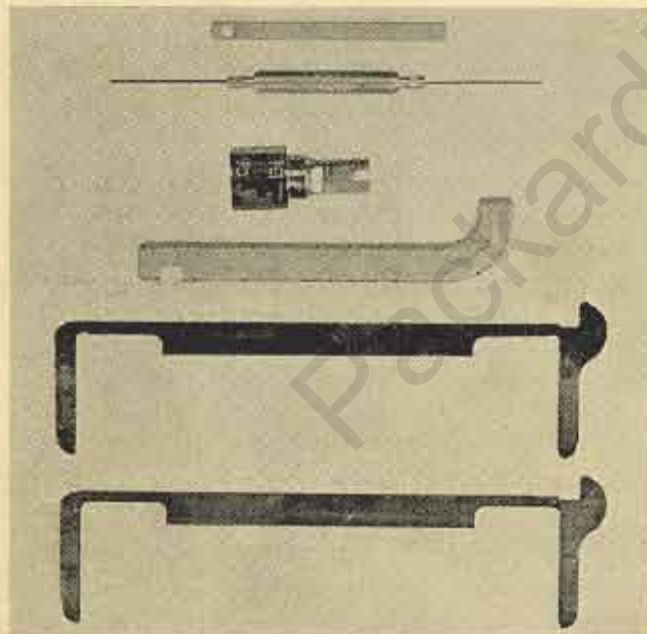
To make a front pump pressure test, we suggest you order a spare plug, drill a hole through the plug and tap it out with a $\frac{1}{8}$ " pipe tap so that the pressure gauge hoses can be connected.

The new $\frac{3}{4}$ " x 16 x $\frac{3}{8}$ " hex head plug can be ordered under Part No. 470226.

WCFB Carter Carburetor Tools

Model 2232S

Illustrated are the essential tools required to properly service the WCFB Carter Carburetor, Model 2232S, used on the 55th Series Clipper Deluxe, Model 5540.



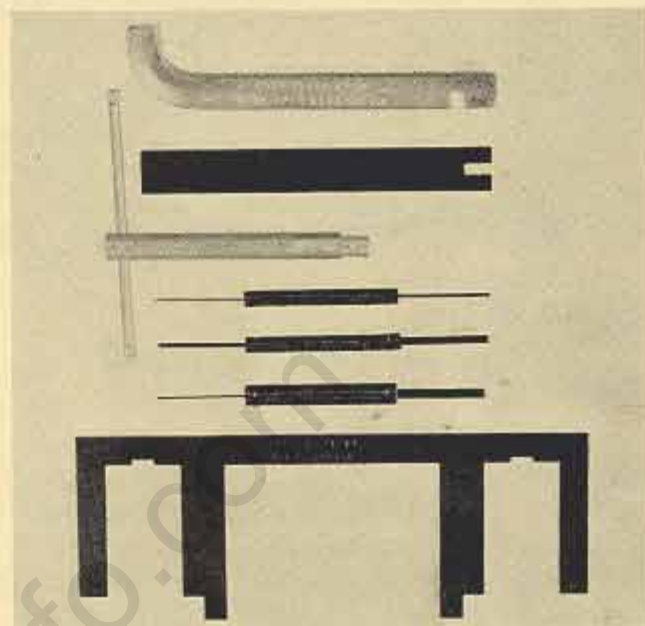
- J 818-3 Unloader Gauge—Carter No. T 109-28
- J 1388 Fast Idle Gauge—Carter No. T 109-29
- J 5496 Bending Tool—Carter No. T 109-213
- J 1137 Bending Iron—Carter No. T 109-41
- J 5509 Secondary Float Gauge—Carter No. T 109-236
- J 5457 Primary Float Gauge—Carter No. T 109-232

The tools for the Carter Carburetor are available as a kit and may be ordered under Tool No. J 6089, Carter Carburetor Tool Kit.

Rochester Carburetor Tools

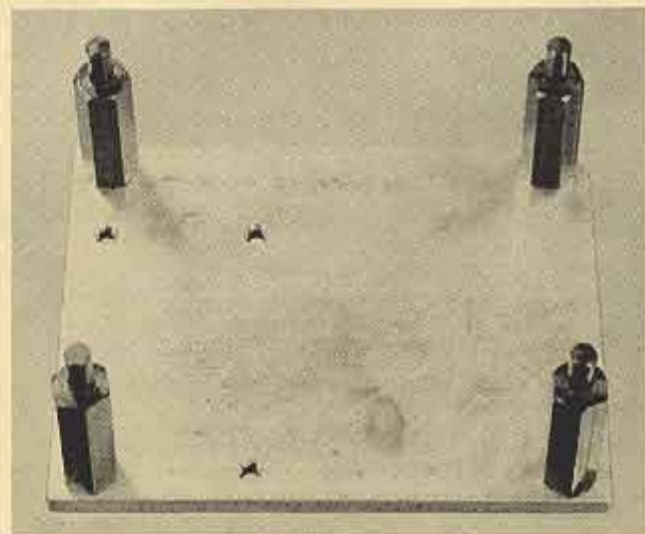
Model 4GC

Illustrated are the Rochester (Model 4GC) Carburetor tools for the carburetor that is used on the 55th Series Clipper Custom and Packard, Models 5560 and 5580.



- J 4552 Bending Tool
- J 6058 Bending Tool
- J 5197 Bending Tool
- J 6061 .040" Wire Gauge
- J 6056 .052" Wire Gauge
- J 6057 .024" and .115" Wire Gauge
- J 5399-A Float Gauge

The tools for the Rochester Carburetor are available as a kit and may be ordered under Tool No. J 6060, Rochester Carburetor Tool Kit.



The Carburetor Stand is adjustable to the 26th Series 4-barrel carburetor, the 2-barrel carburetor and the 55th Series 4-barrel carburetor. It is quite useful when disassembling, assembling and making

carburetor adjustments. The carburetor stand is listed under Tool No. J 5923A.

These tools should be ordered direct from 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.

Flat Spot or Hesitation

Rochester Carburetor

A few reports have been received of a flat spot or hesitation at low speed acceleration on cars equipped with the Rochester Carburetor.

In most all cases, it has been found that the accelerator pump plunger leather was not seating tight enough in its bore.

This condition can generally be corrected by removing the pump plunger from the carburetor and rolling the leather upward over the plunger head, then returning it to its original position and reinstalling the pump plunger.

Measuring Reactor End Play

Twin Ultramatic

The following information cancels the method of checking the converter reactor shaft end play described in your Serviceman's Training Book, "Packard Gear-Start Ultramatic Drive."

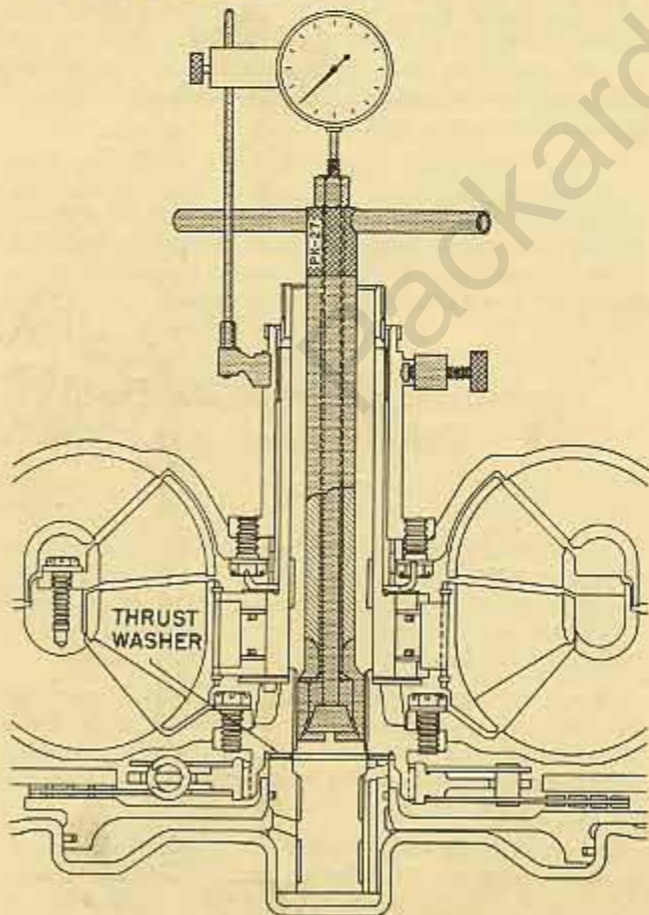


Fig. 1

It has been found that adjusting the reactor shaft end play does not always provide a proper reactor end play clearance, therefore a new tool has been developed to check the reactor end play instead of just the reactor shaft.

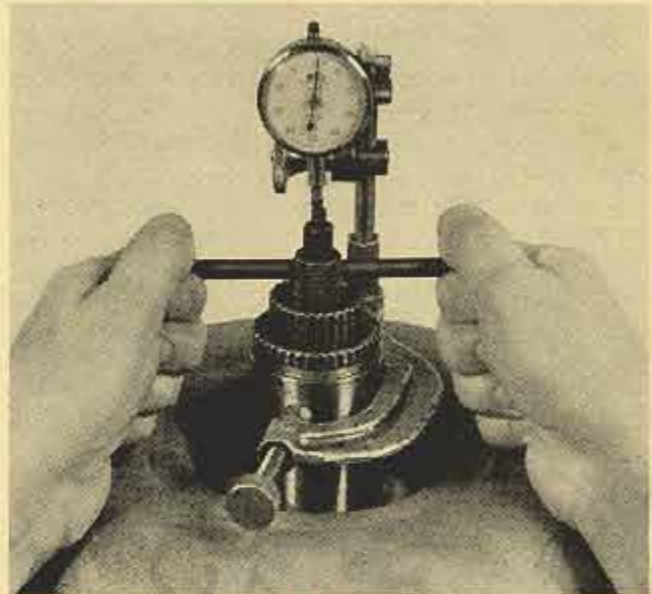
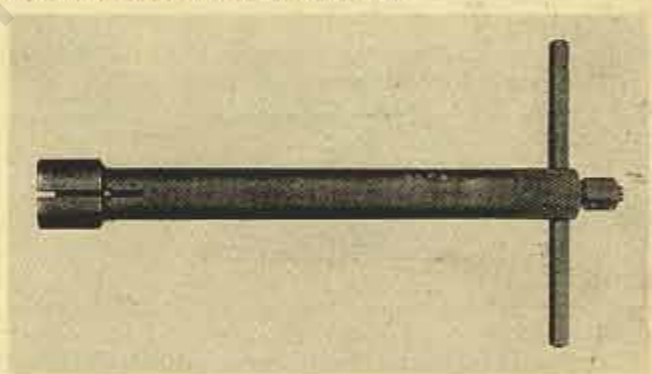


Fig. 2

Illustration Fig. No. 1, shows the tool expanded in the converter first turbine hub and when the tool is lifted as shown in Fig. No. 2, a correct reading of the reactor end play can be obtained.



The new tool is listed as PK-27 Reactor Checking Tool, Price \$7.85. Tool orders should be sent direct to K. R. Wilson, Inc., Arcade, New York.

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

Torsion Level Suspension Load Compensator

Testing Procedure

The following test procedure covering the operation of the Load Compensator and associated components should be used when preparing a new car for delivery.

1. Connect Douglas connector in battery (green) wire between dash switch and control switch, located

near starter safety switch which is mounted on steering post under the hood.

2. Turn dash switch "on" (toward center of car). Depress brake pedal. Stop lights should operate.
3. Raise car on hoist.
4. Check all wires for tight connections.
5. With 12 volt test light, check for current at the two following points:
 - a. Compensator Control Switch-terminal marked "BAT".
 - b. Copper buss bar connecting the two solenoid switches.
6. Turn dash switch "off" (toward left side of car).
7. Use jumper wire and connect terminal "A" on control switch to ground. This should operate compensator motor and lower rear end of car. The limit switch should automatically stop the motor after the link to the right side of the car contacts the limit switch lever.
8. Connect terminal "B" on the control switch to ground. This should operate compensator motor and raise rear end of car until automatically stopped by limit switch. The limit switch in this case is operated by the link to the left side of the car.
9. Remove car from hoist. Turn dash switch "on."
10. With car on wheels and level floor, check level of car, front to rear. Correct level of car, if necessary, by adjusting turnbuckle in compensator control switch operating rod. If the rear end of the car is too high, shorten the operating rod. If the rear end of the car is too low, lengthen the operating rod.
11. Place load on rear bumper (150 to 200 lbs.). Compensator should operate and level car.
12. Remove load from rear bumper. Compensator should restore car to level.

Load Compensator Lever Identification

Please refer to your Service Technical Bulletin, 55T-1, Dealer 1, January 17, 1955 on the subject "Torsion-Level Suspension—Uneven Riding Height."

The second paragraph under item 1 has reference to a forging number "E494" on the front or rear side of the levers. As of this date, the forging numbers are E517 and E504 and as this number may be changed in the future, this method of identification should be discontinued.

To identify the levers and to determine if they are installed properly, refer to Fig. 1 on Page 21 in your Serviceman's Training Book, "Torsion-Level Suspension." The illustration shows the right hand lever viewed from the rear.

Identification and Position Notes:

1. The ball stud on both levers point toward the front of the car.
2. With the levers positioned $\frac{1}{2}$ " inward from vertical, the flat at the bottom of the compensator front hex should be exactly horizontal.

Rear Fender Joint Moulding—Painted

55th Series Clipper

It has been brought to our attention that some dealers are removing the paint from the rear fender to rear quarter joint moulding. This is the narrow vertical moulding below the tail lamps.

On early production cars, this moulding was made of stainless steel and was not painted, but later the moulding material was changed from stainless to plain steel and is painted.

The practice of removing the paint should be discontinued as the bare steel moulding will soon rust when exposed to the weather.

Directional Signal Switch

55th Series

A few reports have been received that the directional signal switch does not trip off unless the steering wheel is revolved almost 360 degrees.

A sleeve approximately 2" long with an open side is pressed on the bottom of the steering wheel hub. The edges of the open side of the sleeve trip the signal switch.

With the steering wheel in the straight ahead position, the sleeve must be installed with its open side directly toward the left side (9 o'clock position). In this position, the signal switch will trip off on either a right or left turn with less than a 180 degree turn of the steering wheel.

NOTE: The horn button is held in the steering wheel by a rubber ring. To remove the horn button, use the end of a scale or screw driver and pry upward lightly around the lower edges of the button until the button comes out. Install the button by merely pressing it in place with the palm of your hand.

Combustion Test With Dual Exhaust Systems

55th Series

Fuel drawn from any one bore of the 4-barrel carburetor used on 55th Series cars is divided equally between cylinders in both banks. Therefore, burnt fuel from any one cylinder, or all cylinders, may be picked up at either tail pipe.

However, the restriction offered by the manifold heat control valve located at the forward end of the left exhaust pipe at the manifold will cause a greater quantity of exhaust gas to exit through the right exhaust tail pipe.

When making an air-fuel ratio check with a combustion tester on 55th Series cars with dual exhaust systems, install the tester "pickup" connection in the right tail pipe.