

SERVICE Counselor

PACKARD DIVISION

OF

STUDEBAKER-PACKARD CORPORATION



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Valve Spring Baffles

55th Series and Early 56th Series

In the very near future, production will use valve spring baffles that will be installed under the valve springs with a flange that extends upward on the high side of the spring to prevent excessive oil from getting on the intake valve stems.

Because of the expense involved to install this type baffle, service baffles have been released that can be installed without removing the cylinder heads.

Figure 1, illustrates the service baffles, note the square lockwashers on the attaching lugs on the baffles.



Fig. 1

The baffles can be installed as follows:

a. Remove the rocker covers and remove the rocker shaft bolts. Lift off the rocker shaft and lever assemblies.

b. Place the baffles in position on the rocker assembly as shown in figure 2, and install the assembly on the cylinder head. Replace the rocker shaft bolt lockwashers with the square type lockwashers.

Install the rocker shaft bolts, make sure that the push rods are in the sockets of the levers and torque tighten the rocker shaft bolts 55 to 60 ft. lbs. Be sure

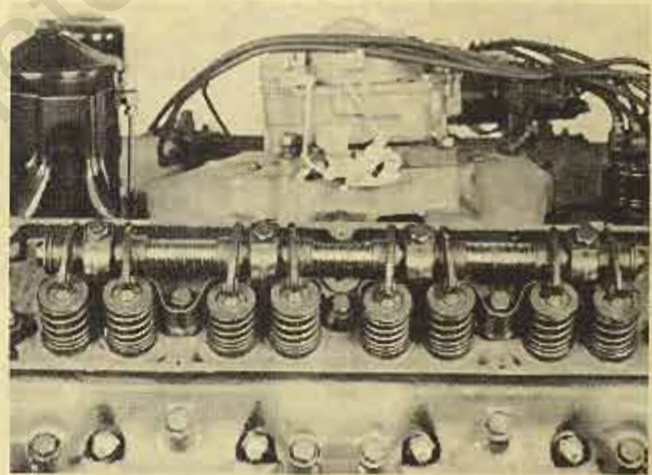


Fig. 2

that the square lockwashers do not turn with the bolts as the baffles might be distorted.

c. Check the clearance between the baffles and the valve springs. If touching, bend the baffle away slightly with a screwdriver. Install the rocker covers using new gaskets.

NOTE: Do not remove the intake valve rubber oil deflectors.

The service baffles are available as a kit and may be ordered under Part No. 6484396.

The kit consists of:

Part No. 6489127	Valve Spring Baffle	4
Part No. 6489038	Lockwashers	8

Push Button Control Relay

Since adding the Automatic Park Relay to the push button electrical system, it has been found that the control relay functions can be accomplished in the Automatic Park Relay.

Late production cars equipped with push button control do not have the control relay and the necessary wiring has been connected to the automatic park relay.

We suggest the control relay be removed from early production cars and the wires connected as follows:

1. Remove and discard the blue wire that leads from "R" terminal on the control relay to "N" terminal on park relay.
2. Disconnect yellow wire from "R" terminal on Control relay and connect to "N" terminal on park relay as indicated by dotted line on the illustration.
3. Disconnect orange wire from "P" terminal on

control relay and connect to "N" terminal on park relay indicated by dotted line.

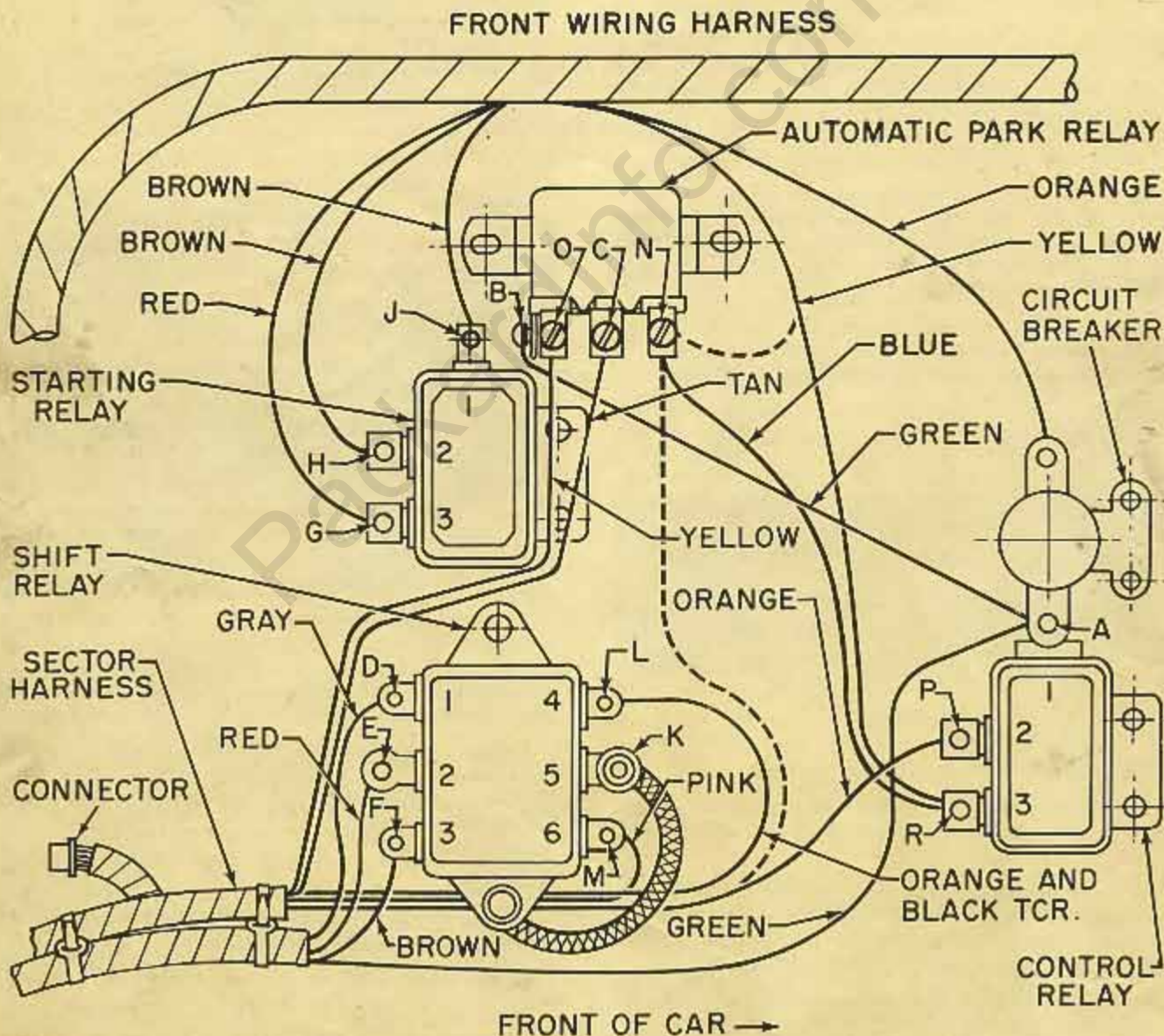
NOTE: Late production cars have a red and white tracer wire also attached to the orange wire terminal.

4. Remove the control relay, leaving the two green wires connected to terminal "A" on the circuit breaker.

After removing the control relay you notice there are two yellow wires attached to the park relay, one from the sector wiring harness and one from the front wiring harness. When the present supply of front wiring harness is exhausted, new front harness will have a white wire instead of yellow.

The control relay and starting relay are identical therefore a few of these should be retained in stock for future replacement.

NOTE: Two brown wires are connected to the



starting relay. The wire connected to the "J" terminal on the relay leads to the starter solenoid, the other brown wire is connected to the starter terminal on the ignition switch. The operation of the starter motor or the push button control will not be affected if these two wires are reversed.

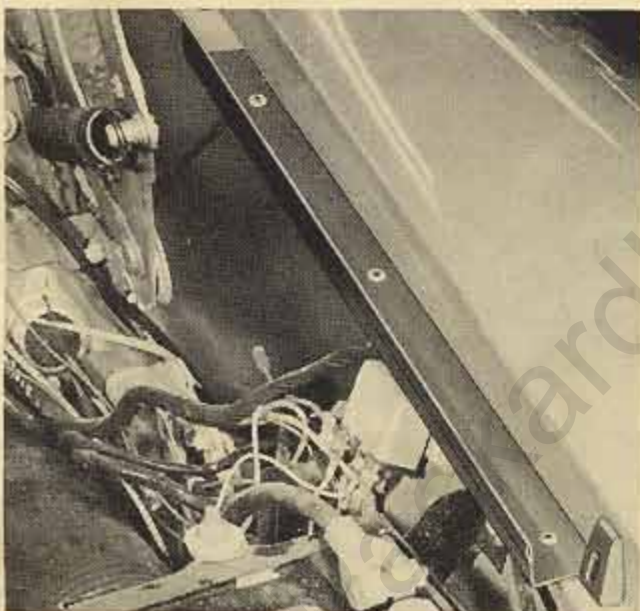
Push Button Relay Water Trough

We have been informed that water is getting into a few of the push button control relays causing the relays to short.

Production is now installing a water drain trough which is attached to the flange of the left front fender just above the relays.

The water trough is available for service and should be installed on all early production cars with push button control.

Position the trough on the fender flange with its forward end against the center hood bumper.



Drill three $\frac{1}{8}$ " holes in the fender flange. Apply a coat of dum-dum on top of the fender flange and attach the trough with the three sheet metal screws as shown in the illustration.

The material can be ordered as follows:

Part No. 6485348	Water Trough	(1)
Part No. G-161860	Screws	(3)

Hydraulic Tappet Noise

55th Series

We have received an occasional report that the new hydraulic tappets (Part No. 476060) become noisy after the engine and oil gets hot. These new tappets have a greater oil reservoir and the reports state that the tappets are quiet when first starting the engine after being parked overnight.

If hydraulic tappet noise occurs only when the engine and oil is hot, follow the procedure as outlined:

- Make sure the engine oil is of the specified grade and type, if in doubt drain and refill with the proper oil.
- If only one or two tappets are consistently noisy, it may be due to dirt under the tappet check valve. Clean the tappet thoroughly or if necessary replace the faulty tappet.
- Test the oil gallery pressure at the $\frac{1}{8}$ " opening in the left cylinder head that supplies oil to the oil filter and at the corresponding $\frac{1}{8}$ " opening at the rear of the right cylinder head.
The gallery pressure should test 6 to 10 lbs. at 400 RPM with hot oil.
- If the gallery pressure is below 6 lbs. at 400 RPM, install a new camshaft thrust plate Part No. 6480918 and spacer Part No. 6480917. The new thrust plate provides intermittent oil feed to the timing chain instead of a steady feed, resulting in a higher gallery pressure.
- If the above corrections are not 100% effective, we recommend replacing the main bearing shells to obtain a minimum bearing clearance of approximately .001".

Push Button Light Leak

56th Series

A slight light leakage around the Ultramatic push button control buttons may be found on a few of the early production 56th Series Cars.

A recent alteration, effective in production Nov. 8th, added a felt pad under the push button trim plate which eliminates the slight light leakage.

If some owners should complain of this condition on the early production cars, the felt pad may be installed as follows:

1. Remove the four bolts that clamp the two halves of the switch bracket to the steering column and remove the brackets.

Lift off the switch trim plate, install the felt insulator over the buttons and reinstall the trim plate.

2. Engage bosses of the lower half of the switch bracket with steering column cut-outs and press into place. Compress the felt insulator by pressing on the switch trim plate and carefully position the switch assembly in the groove in the lower bracket.

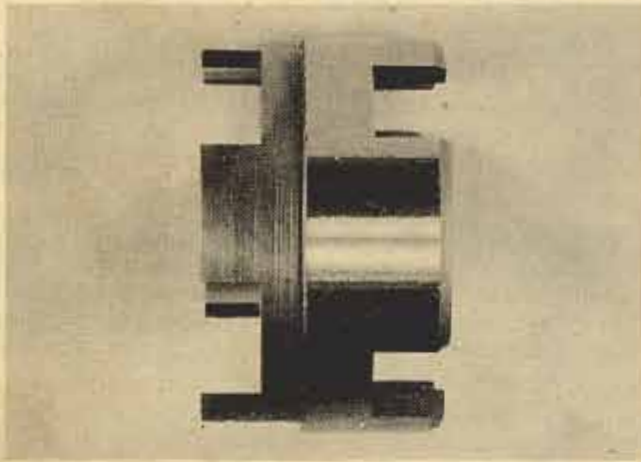
3. Take slack out of the wires and position the wires so they will not be pinched. Install the upper bracket with the switch assembly fitted into the upper groove.

Recheck the wires for proper positioning, install and tighten the four switch bracket bolts.

The shift control switch insulator can be ordered under Part No. 6489159.

Ultramatic Transmission Rear Oil Pump Driver

The Ultramatic Transmission Rear Oil Pump Driver has been completely redesigned, "See illustration." It is machined to fit snug into the rear oil pump rotor and also pilots on the planetary output shaft.



The new oil pump driver can be used on 54th Series "Gear Start," 55th and 56th Series Ultramatic transmissions. It can be ordered under Part No. 6489292.

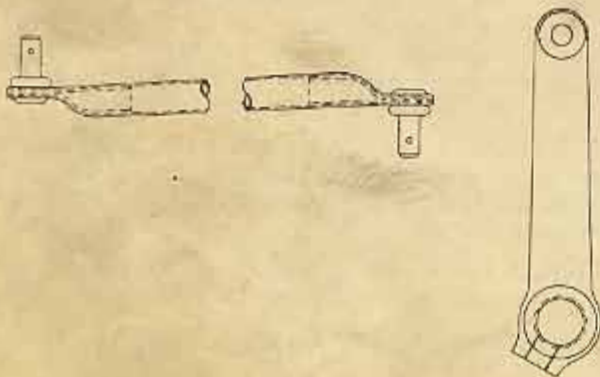
Ultramatic Parking Lock Sticking

55th Series

Please refer to your Service Counselor Vol. 29, No. 7, July, 1955 on the subject "Twin Ultramatic Park Lock Sticking."

Along with the information described in the above article, it has been found in some instances that the transmission lever and rod are almost in a direct line when in the park position making it difficult to move the selector lever from the park position.

The transmission lever has been redesigned by relocating the set screw hole which permits the lever to be in a more vertical plane when in the park position. The operating rod has been shortened to accommodate the change in the lever.



The new rod and lever are available as a kit for service and can be ordered under Part No. 6484069 Transmission Control Lever and Rod Kit.

NOTE: After installing the new rod and lever, move the selector lever through its full range of travel making certain that each detent in the manual valve can be felt. If each detent cannot be felt, it may be necessary to adjust the linkage turnbuckle slightly.

Torsion Level Suspension Load Arm Ball Stud and Seats

56th Series

The 56th Series Torsion Level Suspension Load Arm Ball Studs and Seats have been ground differently to provide a rocking action which prevents the snapping noise that was encountered occasionally on the 55th Series cars.

You will note that the seats are installed with their open end pointing downward so they will drain, and the rubber seals are no longer used.

The new type ball studs and seats do not require lubricant because of their rocking action. Rust or corrosion in the seats is not detrimental in any respect.

Do not lubricate the ball studs and seats under any circumstances. If any are found with lubricant, wash and dry them thoroughly with a suitable cleaning solvent.

When driving through deep water or for long periods in a rain storm, an occasional snap may be heard as the water will act as a lubricant on the studs and seats. However, as soon as the seats are dried out, the snap will disappear.

Distributor Specifications

Model 5688

Please make the following revisions in the "Mechanical Specifications and Adjustments" published in the Service Counselor Vol. 29, No. 13, December 1955.

Under model 5688, mark out and change three items.

DISTRIBUTOR

Make and Type.....Delco-Remy 1110873

Vacuum Advance (Maximum)—

(Crankshaft Degrees).....10° @ 16 In. Hg.

Governor Advance (Maximum)—

(Crankshaft Degrees).....20° @ 2600 Eng. R.P.M.

Engine Oil Drain Plug Gasket

All Models

Production is now using engine oil pan drain plug gaskets of nylon material which have greater sealing qualities.

This new gasket has been released for service and can be used on the engine and ultramatic transmission oil drain plugs. Torque tighten the drain plug 25 to 30 ft. lbs. when using the nylon gasket. The nylon gaskets are available under Part No. 6480955.