

Packard SERVICE TECHNICAL Bulletin

To: ZONES AND DEALERS

50T-32, Dealer 24
September 5, 1950

Subject: CORRECTIONS ON EARLY 24TH SERIES VEHICLES

The following paragraphs briefly describe corrective measure on items which occasionally may be encountered on early 24th Series vehicles.

Water Leak At Lower Corners of Windshield.

This condition usually may be traced to water finding its way between the rubber weatherstrip and the glass at the corners.

These points may be sealed by working a non-hardening sealer between the outside of the glass and the rubber starting approximately 16 inches from each corner. Sealer is available in 5½ ounce tubes under part 410467.

Water Leak at Windshield Wiper Pivot Shafts.

Rubber gaskets are installed under the pivot shaft bases. In some instances, the pivot shaft assembly retaining screws may not be tightened enough to provide a good seal at the gasket. The cross-recess headed screws (one on each side) hold a U-shaped retainer in place and are accessible from under the instrument panel.

Windshield Wiper Arm Tension.

Windshield wiper arm tension should be 7 ounces, but some 5 ounce arms have been used and at higher speeds they do not hold the blade firmly against the glass. The tension can easily be checked by using an ounce scale attached to the arm where the blade fastens.

If 5 ounces will lift the blade off the glass, the arm should be changed. Arms removed must be returned for offsetting credit. An initial supply will be shipped Zones and additional arms should be ordered as required.

Trunk Lid Interference At Trunk Lid Guard.

We have encountered a few instances of interference between the trunk lid and the trunk lid guard on the bumper when opening or closing the lid.

The clearance may be increased by vertically elongating each bumper support front retaining bolt hole so that the bumper can be tilted downward.

Additional Clearance For Parking Brake Handle.

Additional clearance between the parking brake handle and the instrument panel can be gained by moving the handle shaft bracket from the top of the instrument panel flange and attaching it to the bottom of the flange. This is now being done in production.

Yours very truly,


J. A. Carr, Manager

Parts and Service Department