



# SERVICE LETTER

SOUTH BEND 27, INDIANA

SUBJECT CRASH PAD BUCKLING - 1957 PACKARD CLIPPER MODELS

NUMBER P-2

DATE June 28, 1957

On some 1957 Packard Clipper models a condition of the instrument board crash pad buckling and pulling away from the instrument board may be encountered. To prevent recurrence of this condition a redesigned pad is now being used in production; the new pad entered production on Serial Number 57L-5630.

When you find this condition on a 1957 model Packard Clipper, a new pad, for installation in the car, should be ordered from your Zone Parts Depot under the following numbers:

1321574 x 1 - Black

1321574 x 2 - Blue

1321574 x 3 - Green

The installation of the new pad is accomplished as follows:

1. Disconnect the cable from the battery.
2. If the car is equipped with a radio, remove the radio and controls.
3. Tape a suitable cover to the steering post jacket to protect the finish during the disassembly and removal of the instrument board.
4. Remove the garnish mouldings from the sides and bottom of the windshield.
5. Remove all of the instrument board-to-cowl top panel screws across the top of the board.
6. Remove the instrument cluster retaining stud nuts, move the instrument cluster rearward off the board and lay it on top of the steering post brackets. It is not necessary to disconnect the wiring from the gauges.
7. Remove the ignition switch, light switch, air-defroster switch and cigar lighter from the board.
8. Remove the windshield wiper and Climatizer heat control knobs. Remove the retaining screws and push the controls out of the board.
9. Remove the package compartment door.
10. Remove the two screws which hold the parking brake handle assembly to the instrument board. Remove the two stud nuts holding the steering column and bracket to the board. Remove the shims and studs with plate. Remove the retaining screws and lower the overdrive control if the car is so equipped. Remove the right cowl ventilator control retaining screws. Remove other accessory wiring as necessary.



11. Remove the two bolts on each side holding the instrument board to the cowl brackets. Then remove the board from the car.
12. Complete the disassembly of the board by removing the accessories (clock, etc.), trim strips and the instrument board face.
13. Remove the old crash pad from the board and thoroughly clean the board to remove old cement especially where it might create bumps under the new pad.
14. Prepare a clean protected space on the bench to make the installation of the pad.
15. Apply an even coat of "Super Weatherstrip Adhesive" to the top surface of the instrument board and to the forward face of the board where the crash pad contacts the board. Install the new pad and smooth the pad into place, taking out all wrinkles. "Super Weatherstrip Adhesive" is manufactured by Minnesota Mining Company and is available from your local jobber.

Fit the extended material over the forward edge of the board and fit at the corners below the board flange. Cut small shallow Vees in the material, if necessary, to obtain a good fit at the corners. Cement the material full length to the under side of the board to bond the pad to the board securely.

16. After completing the installation of the pad, install the trim strips and the board face. Then, position the board within the car and install the board-to-cowl bracket bolts. Install the steering post bracket retaining studs with plate, shims and retaining stud nuts. Install the instrument board-to-cowl top panel screws and install the garnish mouldings.
17. Install the parking brake control handle assembly, over-drive control (if so equipped) and right cowl ventilator control. Install the package compartment door and adjust. Install the windshield wiper and Climatizer heat controls, all switches and cigar lighter. Slip the instrument cluster on the mounting studs and install the stud nuts.
18. Connect the battery and check the switches and instruments for proper operation.

Upon completion of the crash pad installation you may prepare a B-865 Dealer Claim for Credit form and forward to the Claims Processing Section, General Service Department, Studebaker-Packard Corporation, South Bend 27, Indiana. The time allowance for the installation of the new crash pad is 4.1 hours on cars not equipped with a radio and 4.7 hours on cars equipped with a radio. The removed crash pad must be properly tagged with a B-866 Returned Parts Identification Tag and held until you are advised of its disposition by your Zone Service Representative.

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General Service Department