



PACKARD DIVISION

OF

STUDEBAKER-PACKARD CORPORATION



Counselor

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Carburetor Metering Rods— Jets—Repair Kits

55th Series

Listed below are the Carburetor Assembly Numbers, Metering Rods, Jets, Gasket and Repair Kits for the 55th Series cars.

Part No.	Description	Models	No. Req.
440823	Carburetor Assembly Rochester 4 GC	5560-80 (Not used 5588)	1
458988	Carburetor Repair Kit	5560-80 (Not used 5588)	1
458989	Carburetor Gasket Set	5560-80 (Not used 5588)	1
458982	Metering Jet (Primary Std.)	5560-80 (Not used 5588)	2
458787	Metering Jet (Primary Lean)	5560-80 (Not used 5588)	2
458788	Metering Jet (Secondary Std.)	5560-80 (Not used 5588)	2
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476010	Carburetor Assembly Rochester 4 GC (Front)	5588	1
476011	Carburetor Assembly Rochester 4 GC (Rear)	5588	1

Early Production 5540 Models Used With Machined Dome Cylinder Heads

Part No.	Description	Models	No. Req.
474046	Carburetor Replacement Kit Carter WCFB-2284 S	5540	1

NOTE: Carter Carburetor WCFB-2284 S replaces WCFB-2232 S which was original equipment on 5540 models with machined dome cylinder heads. When installing the Carburetor Replacement Kit WCFB-2284 S on engines with machine

dome cylinder heads, install the metering rods 75-1163 furnished in the kit.

474273	Carburetor Repair Kit WCFB-2232 S	5540	1
474272	Carburetor Gasket Set	5540	1
458911	Metering Rod Standard (75-1163)	5540	2
474264	Metering Rod One Size Lean (75-1211)	5540	2
474265	Metering Rod Kit Two Sizes Lean (75-1213 U) Secondary Jets must be changed with two size leaner metering rods	5540	1

Late Production 5540 Models Used With Cast Dome Cylinder Heads

Part No.	Description	Models	No. Req.
474046	Carburetor Replacement Kit Carter WCFB-2284 S	5540	1

NOTE: The metering rods in the carburetor are correct for engines with cast dome heads, discard the metering rods 75-1163 furnished with the kit.

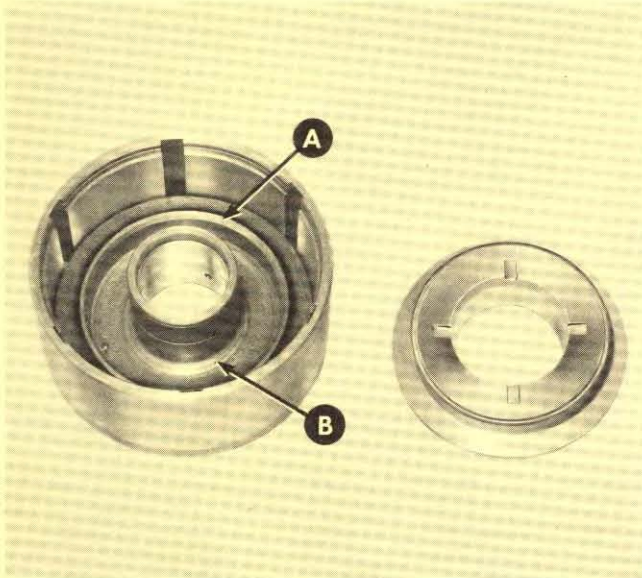
474274	Carburetor Repair Kit WCFB-2284 S	5540	1
474272	Carburetor Gasket Set	5540	1
474156	Metering Rod Standard (75-1170)	5540	2
474260	Metering Rod One Size Lean (75-1195)	5540	2
474261	Metering Rod Kit Two Sizes Lean (75-1197 U) Secondary Jets must be changed with two size leaner metering rods	5540	1

Engine Runaway— Low to High Shifts

55th Series

Engine runaway during low to high shifts has been reported on a few 55th Series cars, that could not be corrected by changing the throttle rod adjustment to raise the throttle pressure in the transmission.

In some instances, it has been found that the high range clutch piston in the released position rests on the milled surface indicated by "B" in the illustration restricting the oil pressure to the back of the piston causing slow engagement of the clutch.



When the piston is in its released position, the flange on the piston should rest on the shoulder "A" in the high range clutch housing, leaving .031" clearance between the end of the piston and the milled surface marked "B" which provides a means for the oil pressure to engage the clutch.

If the piston is found to be touching or resting on the milled surface "B" in the clutch housing, oil passages can be provided by filing four grooves in the piston as shown.

Using the edge of a 12" file, carefully file four grooves equally spaced 1/16" deep and 1/4" outward from the chamfered center hole in the piston.

Piston Pin Lock

55th Series

A recent alteration, now effective in production, revised the size of the piston pin lock groove in the piston and the lock wire size.

Due to the change in the depth and width of the groove in the piston, it is *very important* that correct locks be installed.

Early type pistons with numbers 440585, 440586, 440587 and 440588 cast inside of the pistons will require the piston pin lock Part No. 440847.

The new pistons with numbers 473324, 476041, 476045 and 476047 cast inside of the pistons will require the new piston pin lock Part No. 440995.

The wire size of the two piston pin locks are listed for your ready reference.

#440847 Lock (.080" wire size)

#440995 Lock (.063" wire size)

Motor Camshaft

Part No. 419432 Motor Camshaft will be cancelled for service replacement when present stock is exhausted. This cancellation will affect the following models:

2302-32 with engine No. suffix F.

2401—Bodies 2467-69.

2401-2501 with 300 engine or with engine No. suffix H.

2402-06-13, 2502-06-13-31, 2602-06-13-26-31, 5402.

2601-11-33, 5400-01-11-33 with engine No. suffix H.

Part No. 465074 Motor Camshaft can be used in the above models and will be shipped for service replacement when the stock of No. 419432 is exhausted.

Part No. 419432 Motor Camshaft *cannot* be used in the 359 cu. in. engines in place of Part No. 465074, because the connecting rod bolts would strike the No. 419432 camshaft.

Windshield Pillar Post Weatherstrip

55th Series

New moulded type windshield pillar post weatherstrips are available for field installation on the 55th Series Cars.

They can be installed by coating the contact surface on the weatherstrip and the windshield post with 3M weatherstrip cement, after the cement becomes tacky firmly press the weatherstrip in place.

The weatherstrips are available through your Zone Warehouse as listed:

475244 Front Door Weatherstrip (Upper Right)

475245 Front Door Weatherstrip (Upper Left)

NOTE: Cut off upper end of weatherstrips to proper length when using on bodies 5547-67-87-88.

Electric Window Shaft and Pinion

55th Series

A number of reports have been received of the electric window lift transmission pinion gears coming loose from the pinion shafts.

New type shaft and pinion assemblies made from one piece of stock are now used in production and are available for field installation.

One shaft and pinion will fit either a front or rear door and are the same for all models.

The new type shaft and pinion assembly can be ordered under Part Number 474388.

Torque Specification Change

55th Series

Please refer to your Service Technical Bulletin 55T-4, Dealer 4, January 19, 1955 and to the torque specifications that were attached to Service Technical Bulletin 55T-8, Dealer 7, January 31, 1955.

In Service Technical Bulletin 55T-4, change item 2 to read 50 *in. lbs.* instead of 20 *in. lbs.*

In the last item under Twin Ultramatic Transmission torque specifications add the following: "Back off the flange bolt a turn or two and retorquer it to 50 *in. lbs.*"

The flange bolt torque specifications are correct as described on page 49 in the Twin Ultramatic Section of your new Service Manual.

Crankshaft Identification

55th Series

Please refer to your Service Counselor Vol. 29, No. 5, May 1955 on the above subject.

The crankshafts with a number "4" stamped on a milled surface on one end of the front counterweight may be used in either the 4" or 3-13/16" bore engines.

The crankshafts stamped with the number "3" can only be used in the 3-13/16" bore engines.

Spark Plug Fouling

55th Series

Spark plug "cold fouling" may be encountered occasionally in 55th Series cars that are driven at low speeds for prolonged periods.

A one step hotter spark plug (Champion H-11) has been released for service to aid in the elimination of the cold fouling condition. These hotter spark plugs are available for the 5560 and 80 models and the early 5540 models with the machined cylinder head combustion chamber and may be ordered under Part No. 532268.

Power Steering Pump Reservoir

55th Series

A few reports have been received of the dip stick breaking loose from the filler cap and slight oil leaks through the vent on the cap.

Production has discontinued the dip stick and are placing a decal on the top of the reservoir with instructions to maintain the fluid level to the top of the filter element.

The filler cap has been redesigned to prevent the slight oil leak through the vent.

The new caps are available through your Zone Warehouse under Part Number 474071.

Twin Ultramatic Transmission Fluid

Production started using a new improved Ultramatic Transmission Fluid at the start of the 55th Series Twin Ultramatic Transmission.

This new fluid can be distinguished by its greenish-blue cast. It has improved anti-friction properties which result in better clutch plate durability and also less wear of metallic surfaces. The new fluid has a Pour Point close to 60° F. below zero which insures satisfactory transmission performance in the coldest weather.

This new fluid may be mixed with any type "A" automatic transmission fluid which has an AQ-AFT number embossed on the top of the can. However, we recommend that the new type fluid be used and it is available at the Central Warehouse in quarts, gallons, 5 gallon and 55 gallon drum lots.

Service Manual Corrections

55th Series

Please refer to the Engine Section in your new 55th Series Service Manual and make the following corrections:

On page 1 under DESCRIPTION, change 3-3/16" bore to read 3-13/16" bore.

On page 32 under ENGINE SPECIFICATIONS, change Bore and Stroke 3.1825" x 3.5" to read Bore and Stroke 3.8125" x 3.5".

Please make the same corrections on the same pages in your Serviceman's Training Book "Clipper-Packard V-8 Engines."

Torque Specifications—Additions

55th Series

Please refer to your Service Technical Bulletin 55T-8, Dealer 7, January 31, 1955.

Two additional torque specifications have been released for service and should be added to the torque specifications under "Suspension."

- a. Front Support Arm (Lower) Inner Bushing— $1\frac{1}{4}$ 145-155 lbs. ft.
- b. Front Support Arm (Upper) Inner Bushing $1\frac{1}{8}$ 115-125 lbs. ft.

Horn Button Contact

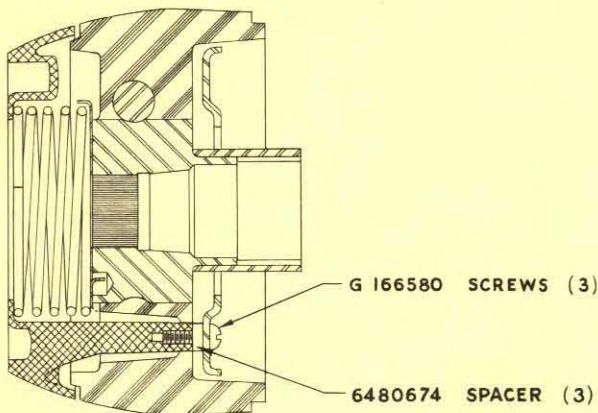
55th Series

A few reports have been received of the horn button not making contact when the horn ring is pushed down at the location in line with the spoke of the steering wheel.

This condition can be corrected by installing spacers and longer screws between the steering wheel and the horn ring contact plate as follows:

1. Pry out the horn button and remove the steering wheel assembly.

2. Remove the three screws that attaches the contact plate to the steering wheel, install the three spacers No. 6480674 behind the plate and secure the plate with the three new longer screws No. G-166580. "See illustration."



3. Align the steering wheel in the straight ahead position, tighten it securely and reinstall the horn button.

The spacers and longer screws may be ordered as follows:

Part No.	Description	No. Required
6480674	Spacers	3
G-166580	Screws	3

New Style Sealed Beam Headlights

New improved Sealed Beam headlight units with shielded upper filaments, revised lenses, and increased wattage will be factory installed on new vehicles shortly after July 4th, and are being sold for use in all states.

The new type Sealed Beam units are available from your Studebaker-Packard Parts Depots for use as a service replacement. The new units are stocked by all depots under Part No. 458921 for cars with 6-volt electrical systems or Part No. 472164 for 12-volt systems. Use the new type units in pairs only on initial installations.

Two states, Florida and Georgia, while approving in general the new Sealed Beam units and permitting their use, require that the units be aimed 3" below the light centerline at 25 feet rather than 2" as recommended by the manufacturers. If you are not sure about the legal headlight aim specification in your state, check with local or state police authorities.

Above all else, aim the headlamps accurately and keep them clean. Mis-aim, of even a small amount, will literally steal away a large part of the improved lighting designed into the Sealed Beam headlamps and may seriously glare the oncoming driver. "Accuracy" means within a small fraction of a degree, because an error of a half degree results in a mis-aim of 5 feet at a distance of 600 feet ahead of the vehicle. The dust and dirt accumulated in half an evenings driving may easily reduce illumination 50 per cent.

For aiming instructions, refer to the electrical section "Headlamp Aiming" in your new 55th Series Service Manual.

NOTE: The new sealed beam headlights have been approved in Idaho and Texas but the act is not effective at this writing. Consult your local or state police authorities as to the effective date.

Windshield Glass Squeaks

55th Series

Occasionally, squeaks or grunts will develop between the windshield glass and weatherstrip while driving over rough roads, especially if the glass is not centered in the weatherstrip.

Beginning July 18th, with the following vehicle numbers: 5522-7802, 42-7915, 47-7033, 62-8431, 67-7012, 82-9265, 87-7230, 88-1493, production started using Sealzit between the glass and weatherstrip to prevent the squeak and grunt.

It is suggested, on those cars prior to the vehicle numbers listed above, in which the squeaking and grunting of the windshields occurs and where the glass creeps out of the weatherstrip, that Sealzit be used.

The windshield mouldings should be removed so that the glass can be shifted to properly center it in the weatherstrip. Using a putty knife, pry the weatherstrip away from the glass and work the Sealzit down in the weatherstrip as far as possible.

Windshield Sealzit, Part No's. PA 410357 and PA 410857, are listed in the Accessories Section of your Parts Book.

Cylinder and Piston Assembly

55th Series

Service replacement cylinder and piston assemblies for the 55th Series engines are made up for the Twin Ultramatic Transmission.

When installing a cylinder and piston assembly on standard transmission or overdrive equipped cars, the only change necessary is to remove and discard the dowel located in the upper flange of the bell housing.