

FIGURE C

5. Bend down a tab on the lock washer under the nut "r" on the end of the runner hub b' and screw off the nut.

6. Mark the spline on the runner hub b' and the mating recess in the clutch driving plate hub, so that the two parts may be reassembled in the same relative position, and remove the driving plate "v" from the runner hub. A special puller is required for this operation, and the hexagonal plate must first be placed in a position so that two of its arms are at the top and in line with the openings in the clutch housing "w". The plate should be withdrawn from the clutch housing.

7. Rotate the fluid drive unit until one filler plug j' is at the bottom center, remove the plug with a 1 1/8" socket wrench and drain the oil into a container.

8. Compress the spring "m" and remove the spring retainer snap ring "z". Take out the spring retainer and the spring "m". A special compressor made for this purpose must be used to compress the spring.

9. Using a special spanner wrench, unscrew the nut on the end of the syphon seal, remove

the nut and the floating seal ring "k". These parts are shown in Figure C, the fluid drive unit being shown separate from the engine for the sake of clarity.

Installing Syphon Unit

1. Clean the syphon unit "n" Figure B, the floating seal ring "k" and the face of the inner sealing ring "l" thoroughly and examine them carefully for scratches or other damaging marks. No attempt should be made to service these parts, and if the syphon nut and floating seal ring are damaged, they should be replaced by new ones. If the sealing surface of the inner ring "l" is scratched or otherwise damaged, the fluid drive unit should be removed and replaced.

2. Replace the floating seal ring and the syphon nut. To install the seal, place the ring "k" over the hub b' and against the face of the inner ring "l"; screw the syphon seal "n" into place, making sure that the steel nut is pulled up tight. Then install the spring "m", the retainer, and the snap ring.

Refilling Fluid Drive Unit

1. Remove the plate from the filler hole on the right hand side of the clutch housing.
2. Rotate the fluid drive unit until one filler plug j' is opposite the filler hole in the clutch housing and remove the plug.
3. Fill the unit with fluid drive oil until it begins to run out of the filler plug hole.
4. Replace the filler plug using a new gasket, and tighten the plug securely, tapping the wrench with a hammer to make sure that the plug is tight. Wipe all excess oil from the face of the fluid drive unit.

Reassembling Clutch

The clutch plate should be assembled on the runner hub b', Figure B, by reversing the steps described above in "Inspection" items 5 and 6. Before assembling the clutch members, clean the friction surfaces of both the clutch plate and the pressure plate thoroughly.

In some models of the fluid drive, the fanes of the driving member are in one piece as shown at "s" Figure A but those of the driven member or runner, are separated by a metal channel for a part of your depth, there being a semicircular passage leading from the upper vane compartment to the lower one.

When the engine is running fast enough to drive the car, the fluid moves outward in the driver, then into the outer vanes of the runner and through the semicircular passage to the inner vane compartment.



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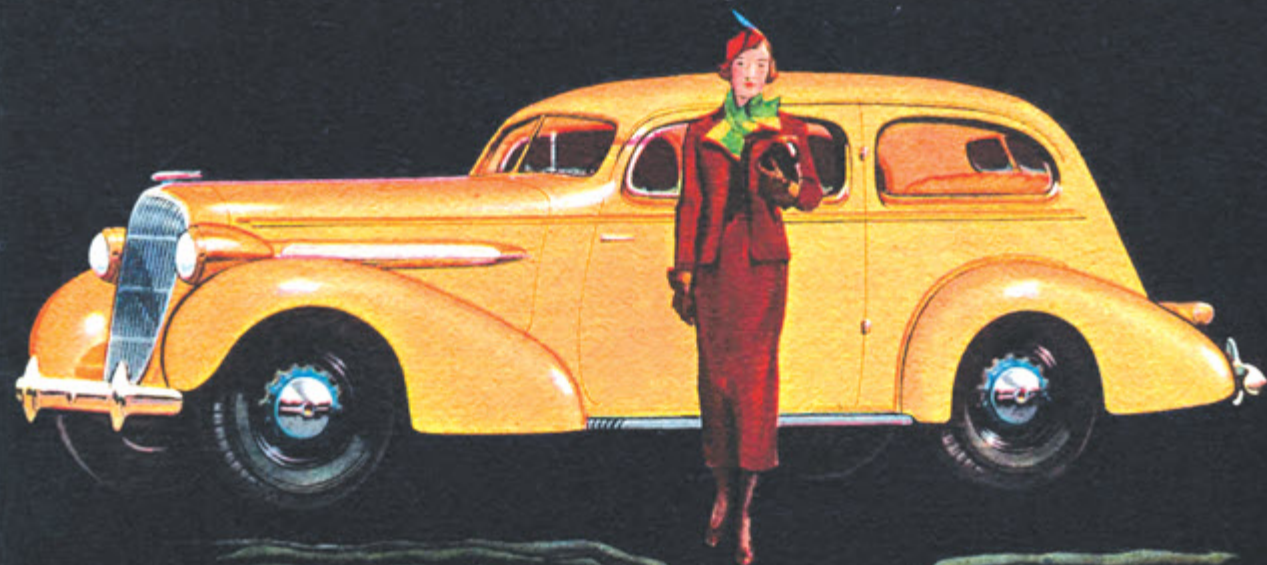


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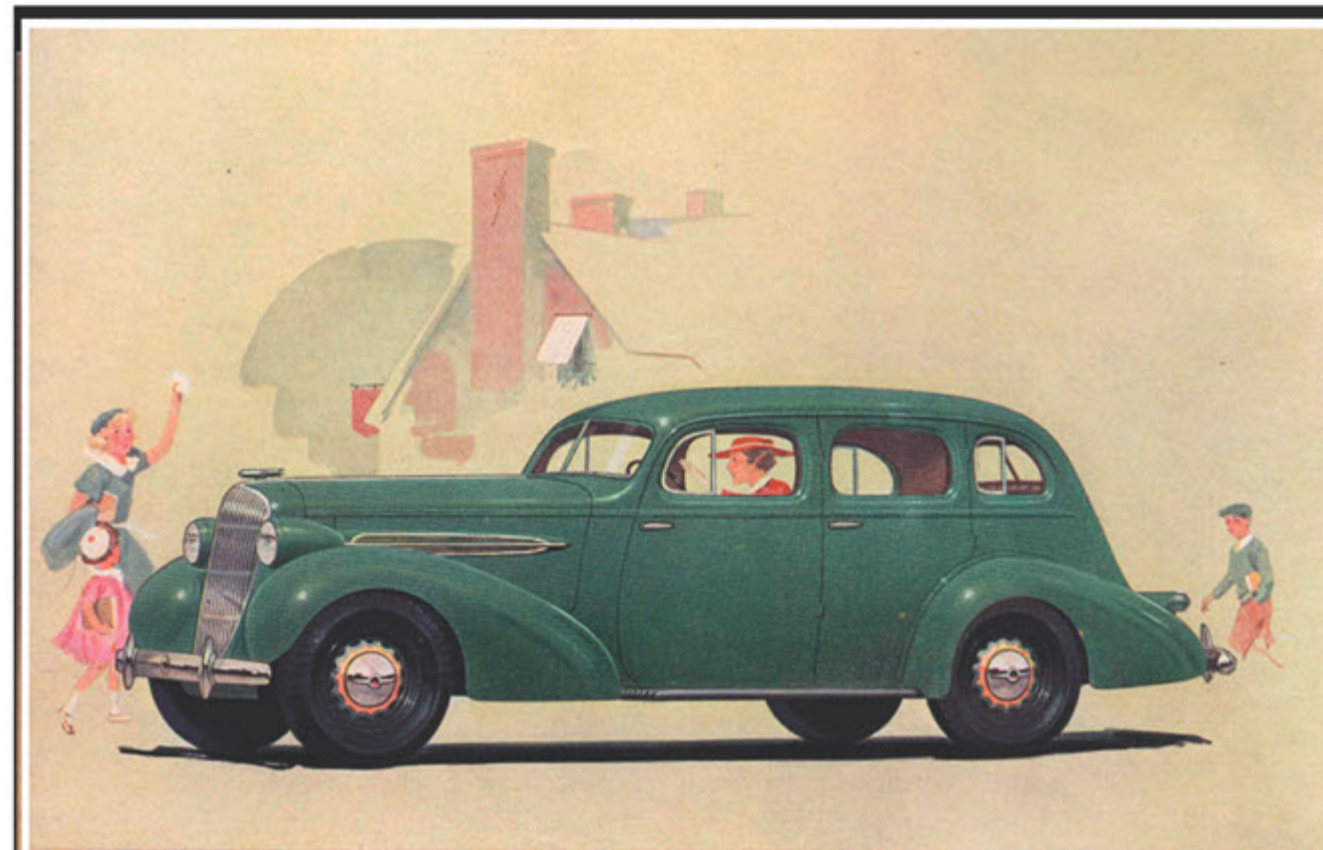
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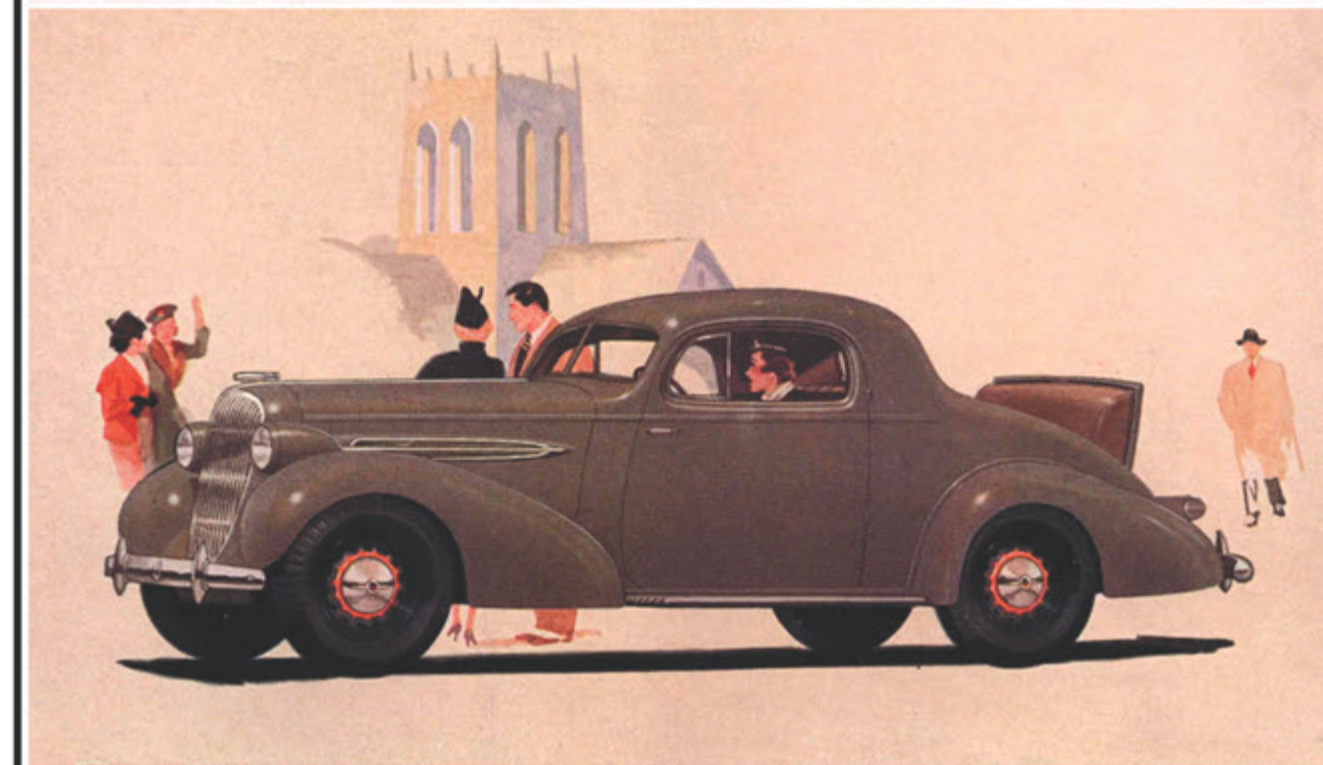
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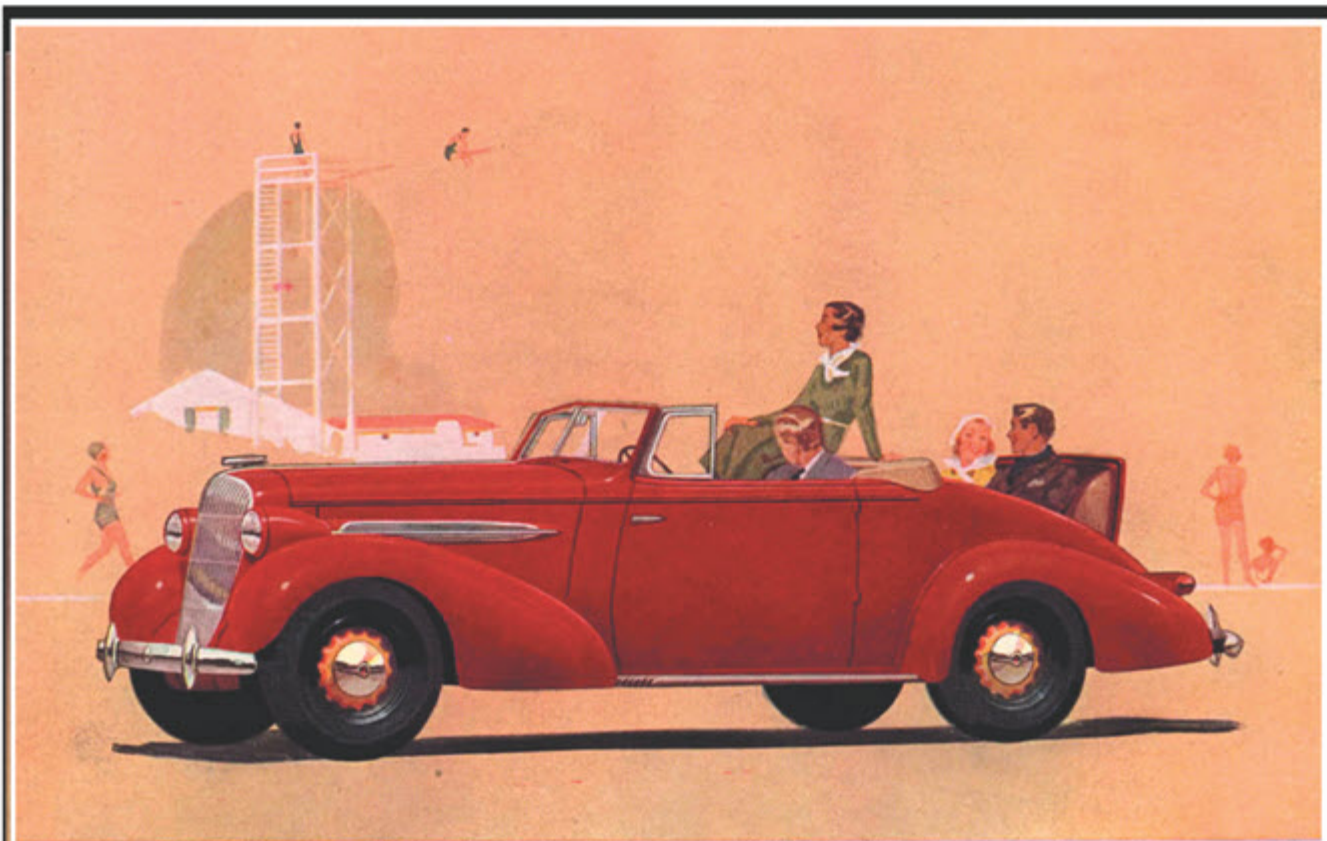
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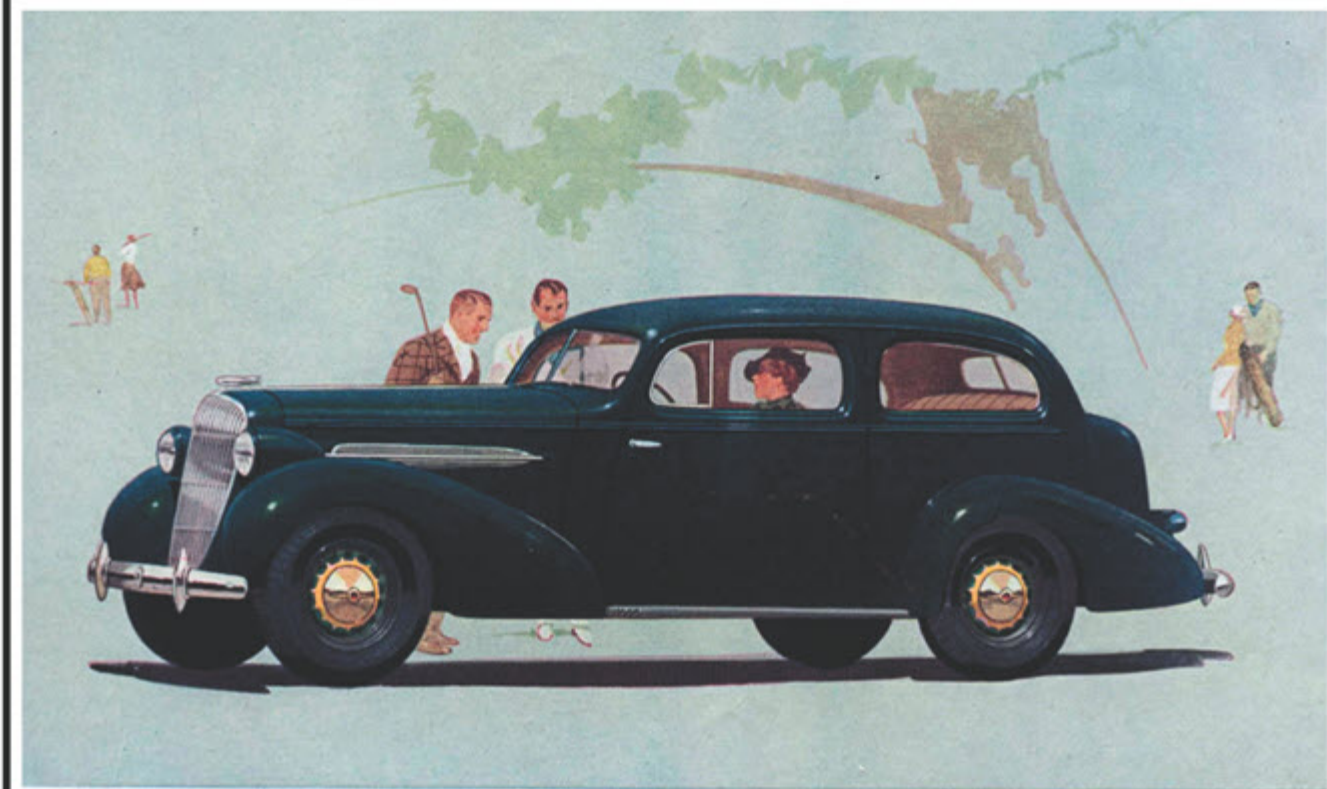
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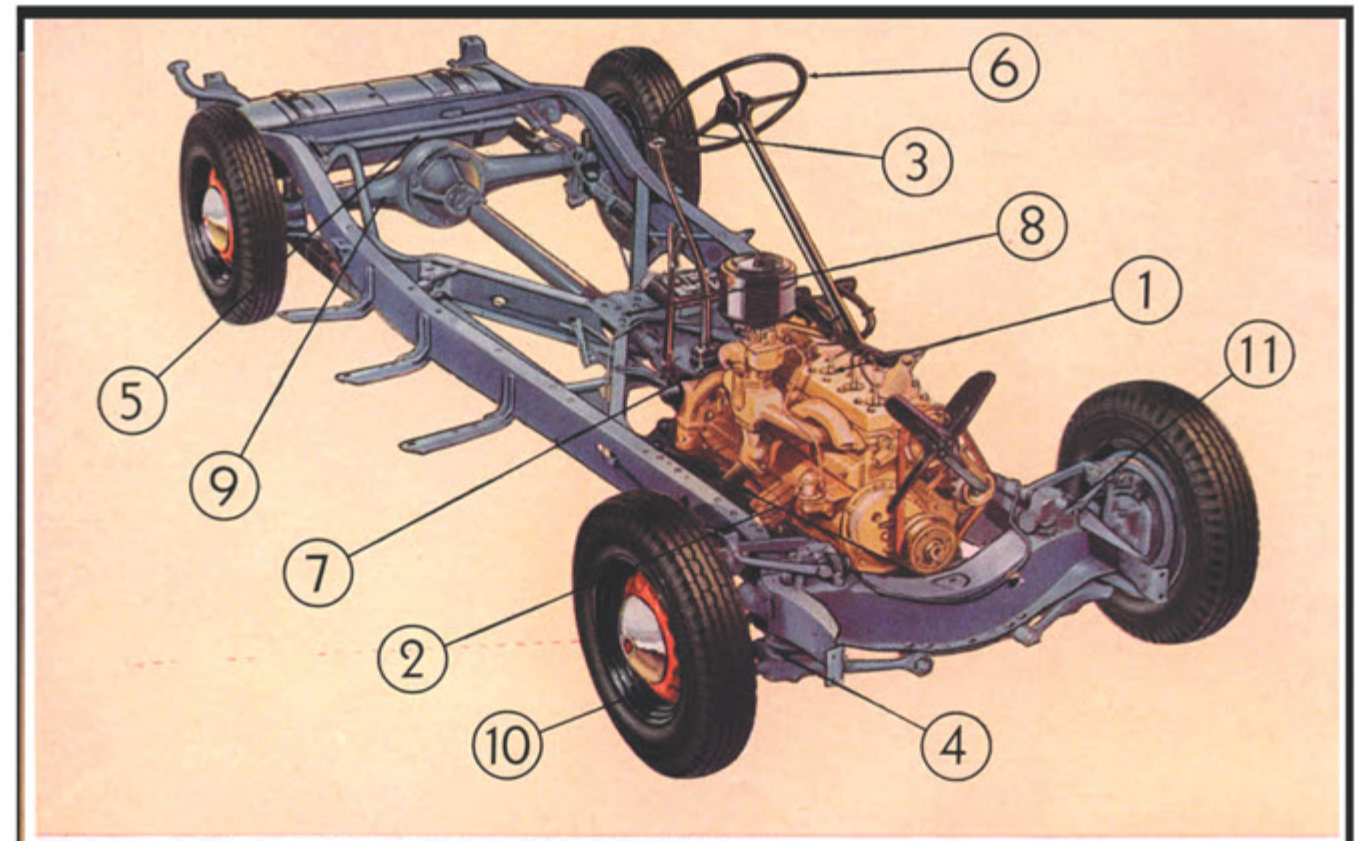
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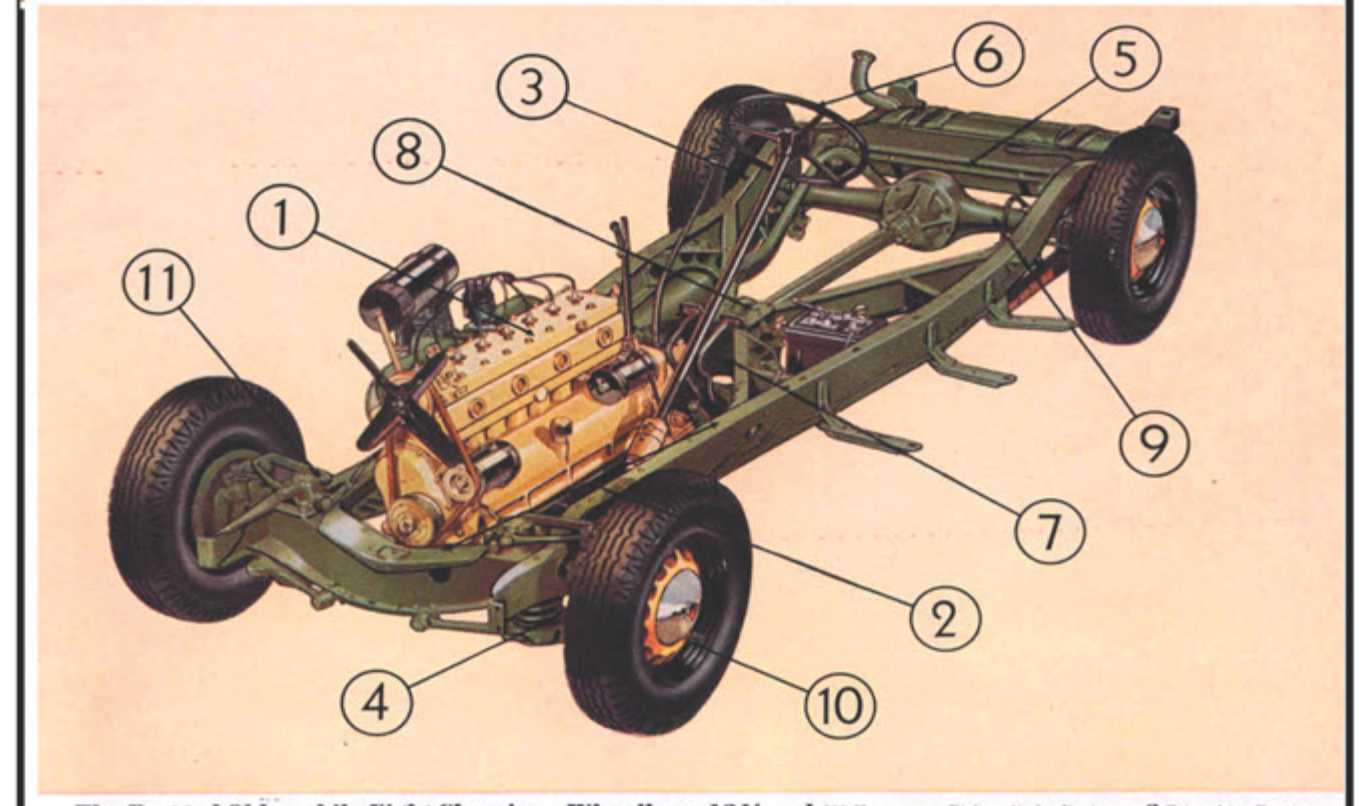
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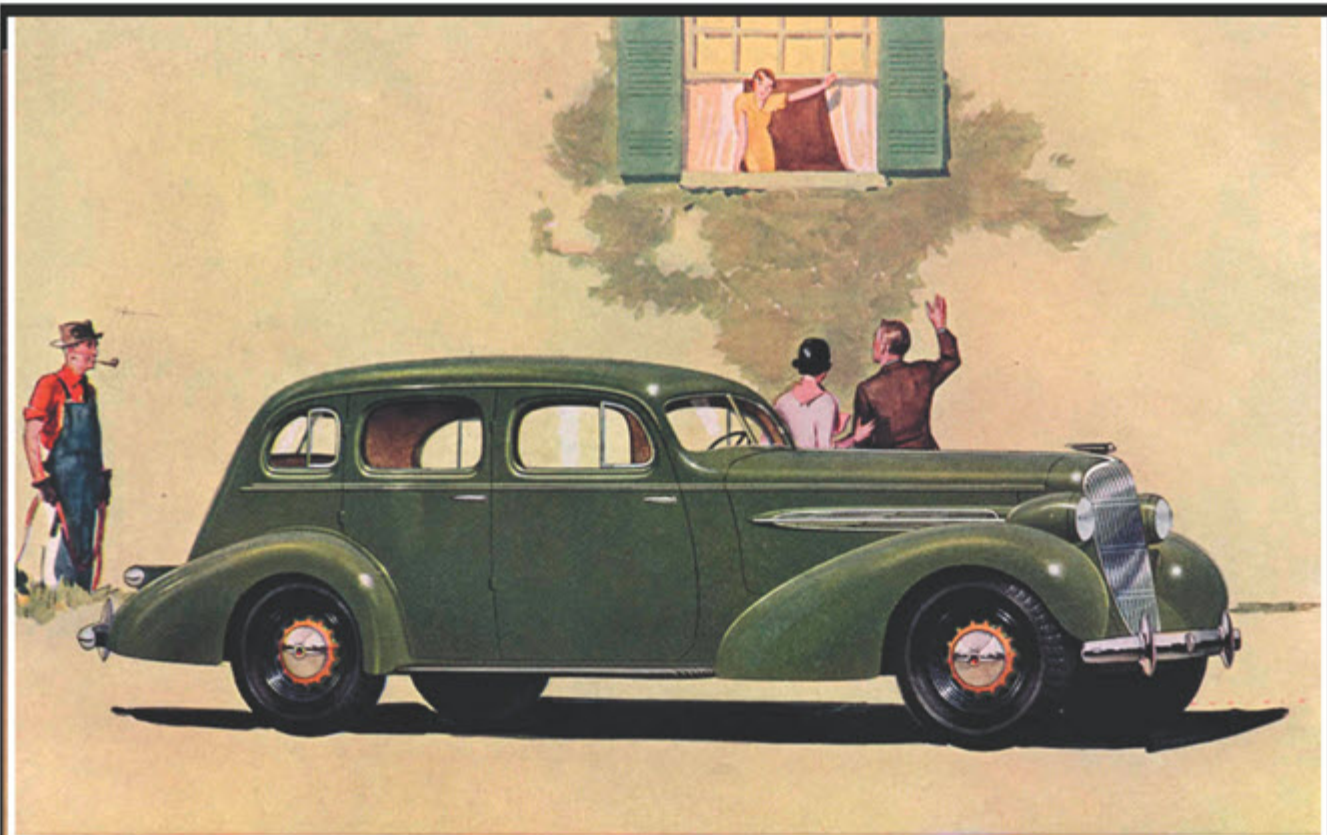
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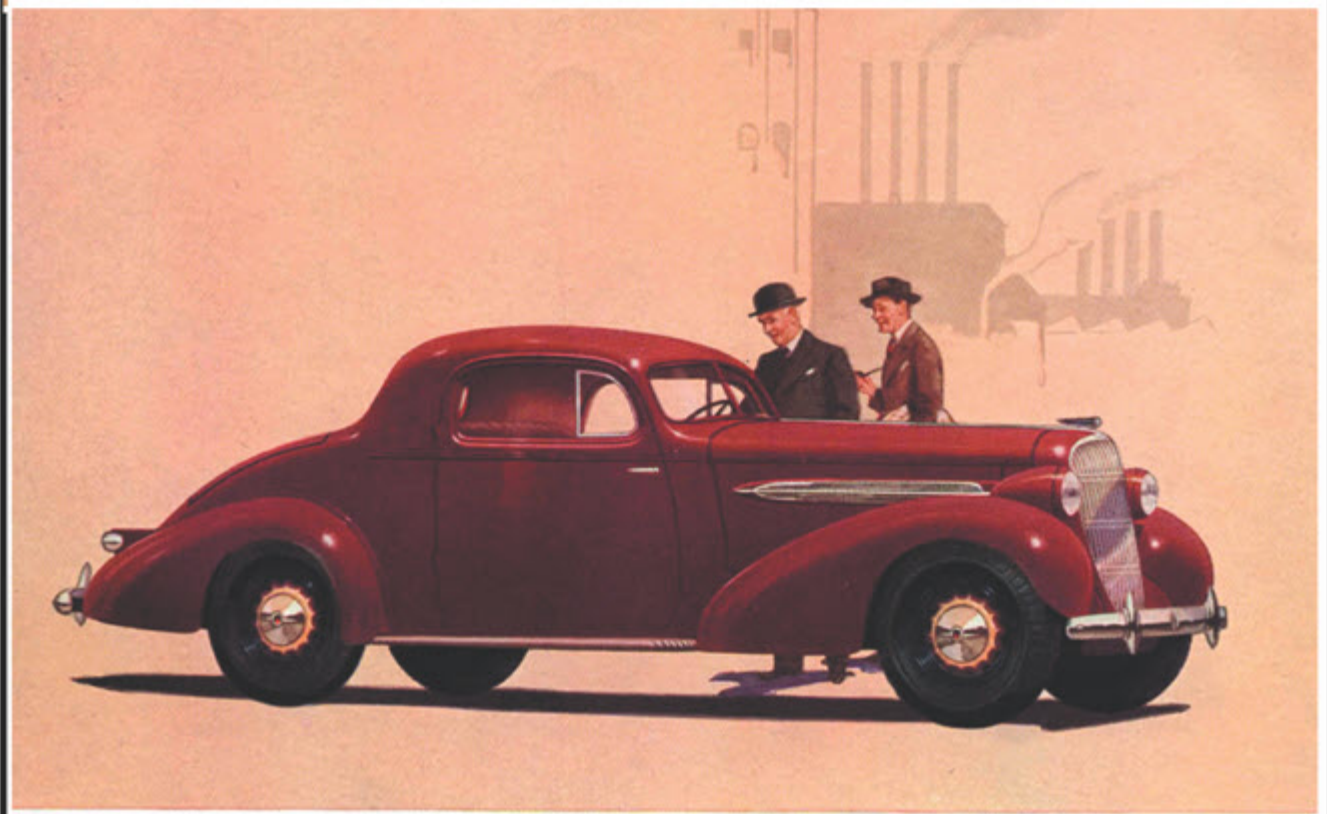
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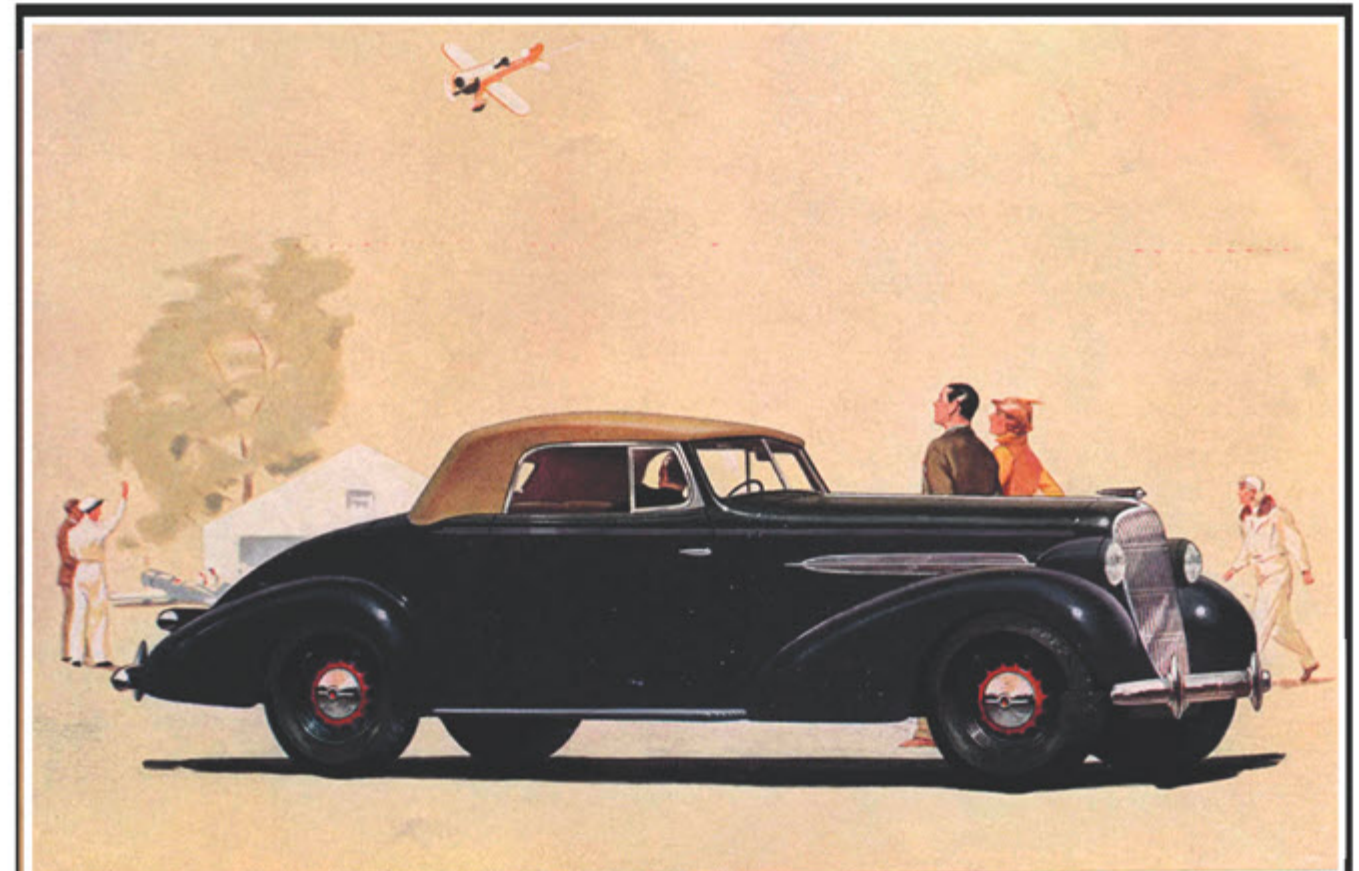
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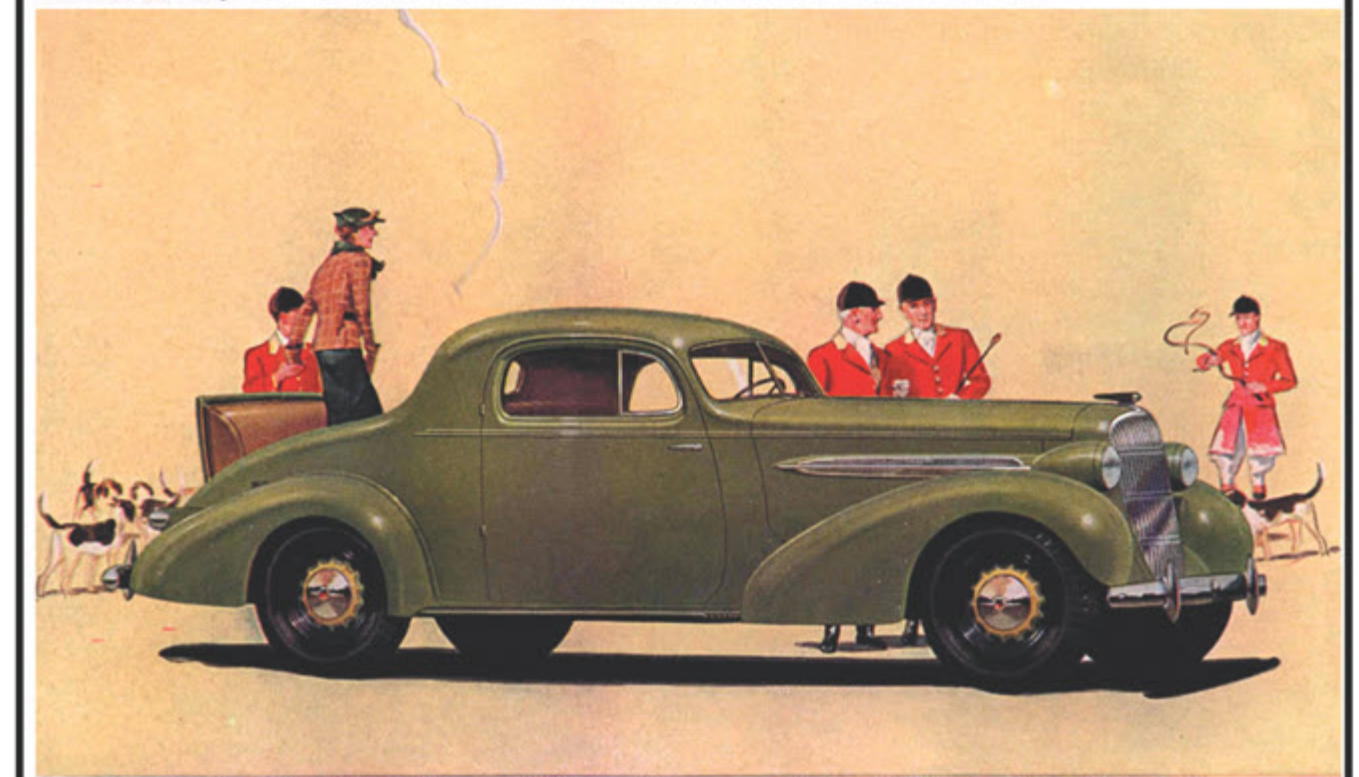
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## SPECIFICATIONS

### OLDSMOBILE SIX

**ENGINE**—Bore, 3  $\frac{1}{8}$ " ; stroke, 4  $\frac{1}{4}$ " ; displacement, 213.3 cu. in. Taxable horsepower, 26.3. Brake horsepower, 90 at 3400 r.p.m.

**MAIN BEARINGS**—Four thin-wall, replaceable, steel-backed type.

**CRANKSHAFT**—Fully counterweighted and fitted with vibration damper.

**CONNECTING RODS**—Drop-forged of carbon steel. I-beam type. Rifle-drilled throughout entire length for pressure lubrication to the piston pins.

**PISTONS**—Light-weight cast-iron, electroplated to permit close fit and reduce break-in period.

**LUBRICATION SYSTEM**—Pressure feed to all main, connecting rod and camshaft bearings, and to piston pins, with spray to other parts.

**COOLING SYSTEM**—Harrison radiator with thermostatic control and recirculation system. Capacity, 12  $\frac{3}{4}$  quarts.

**CARBURETION**—Single down-draft with manual choke, automatic throttle advance and automatic heat control.

**GENERATOR**—Air-cooled type. Maximum charging rate—cold, 22 amps; hot 19 amps.

**STARTER**—Positive shift type with over-running clutch.

**TRANSMISSION**—Synchro-Mesh, non-clashing type, with all gears helically cut for silence in all forward speeds and reverse.

**BATTERY**—Delco-Remy 6-volt, 15-plate, 100-ampere-hour capacity.

**LIGHTING**—Multi-beam headlights with toe board button for passing beam.

**FRONT WHEELS**—Knee-Action wheels; independent front wheel spring suspension. Each front wheel has its own large, resilient coil spring.

**BRAKES**—Super-Hydraulic. Self-energizing, fully-enclosed, internal-expanding type.

**WHEELBASE**—115 inches; diameter of turning circle, 37 feet.

**PROPELLER SHAFT**—Tubular type, 2  $\frac{1}{2}$  inches in diameter.

**REAR SPRINGS**—Semi-elliptic of silicon manganese steel.

**STEERING GEAR**—Center-Control type.

**FRAME**—Rigid girder X-type construction. Steel channels inside side rails over rear axle kickup form sturdy box section structure.

**RIDE STABILIZER**—Steel bar joining two rear shock absorbers counteracts tendency of car to roll on curves.

**TIRES**—Low-pressure, large section, 16 x 6.25 inches, special tread eliminates squeal on sharp corners. Recommended pressures: front 25 lbs. minimum; rear, 30 lbs. minimum.

**SHOCK ABSORBERS**—Double-acting hydraulic, front and rear.

**SAFETY-GLASS**—Standard in windshields and No Draft Ventilators.

### OLDSMOBILE EIGHT

**ENGINE**—Bore, 3 inches; stroke, 4  $\frac{1}{4}$  inches; displacement, 240.3 cubic inches. Taxable horsepower, 28.8. Brake horsepower, 100 at 3400 r.p.m.

**MAIN BEARINGS**—Five thin-wall, replaceable, steel-backed type.

**CRANKSHAFT**—Fully counterweighted and fitted with vibration damper.

**CONNECTING RODS**—Drop-forged of carbon steel. I-beam type. Rifle-drilled throughout entire length for pressure lubrication to the piston pins.

**PISTONS**—Light-weight cast-iron, electroplated to permit close fit and reduce break-in period.

**LUBRICATION SYSTEM**—Pressure feed to all main, connecting rod and camshaft bearings, and to piston pins, with spray to other parts.

**COOLING SYSTEM**—Harrison radiator with thermostatic control and recirculation system. Capacity 15 quarts.

**CARBURETION**—Duplex down-draft with automatic choke, automatic throttle advance and automatic heat control.

**GENERATOR**—Air-cooled type. Maximum charging rate—cold, 22 amps; hot, 19 amps.

**STARTER**—Positive shift type with over-running clutch

**TRANSMISSION**—Synchro-Mesh, non-clashing type, with all gears helically cut for silence in all forward speeds and reverse.

**BATTERY**—Delco-Remy 6-volt, 17-plate, 114-ampere-hour capacity.

**LIGHTING**—Multi-beam headlights with toe board button for passing beam.

**FRONT WHEELS**—Knee-Action Wheels; independent front wheel spring suspension. Each front wheel has its own large, resilient coil spring.

**BRAKES**—Super - Hydraulic, self - energizing, fully-enclosed, internal-expanding type.

**WHEELBASE**—121 inches; diameter of turning circle, 38 feet.

**PROPELLER SHAFT**—Tubular type, 2  $\frac{1}{2}$  inches in diameter.

**REAR SPRINGS**—Semi-elliptic of silicon manganese steel.

**STEERING GEAR**—Center-Control type.

**FRAME**—Rigid girder X-type construction. Steel channels inside side rails over rear axle kickup form sturdy box section structure.

**RIDE STABILIZER**—Steel bar joining two rear shock absorbers counteracts tendency of car to roll on curves.

**TIRES**—Low-pressure, large section, 16 x 7.00 inches. Special tread eliminates squeal on sharp corners. Recommended pressures: front and rear, 25 lbs. minimum.

**SHOCK ABSORBERS**—Double-acting hydraulic, front and rear.

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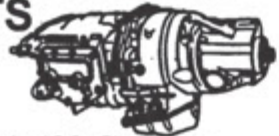
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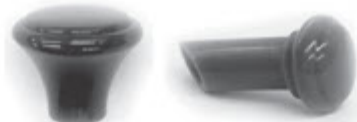
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# DRIVING OLD CARS

## COVERING a TRUNK— '50's STYLE!

by *Bin Johnson* Publisher



**O**ur 1951 Packard Mayfair (a trendy upscale spot in England) Hardtop has been on the road now for a couple of years and all is great. We have had emails asking us to show how we restored our trunk.

Our '51 has its OEM Cream and dark Red leather and nylon interior, and was painted back to its original colors of Corona Cream with a Matador Maroon top. I wanted to cover the trunk in a complimentary material with dark Red as the background. Checking factory photos and other low-mileage '51-'54 Packards, I found that the '51-'54 200 Series up to the 400 Series had

flocked side panels, a cardboard rear seat back and either rubber or composite (sort of a linoleum material) on the trunk floor. Packard used flock throughout the '40's on their Custom Clippers from '41-'47 and on their Customs from '48-'50, and it does have a rich look, but I wanted a cloth material similar to the '55-'56 on the inner quarters and over the wheel housings and a black rubber floor mat. Several years ago, I completely covered the trunk with Kool Mat\* insulation (rear quarters, floor, down in the spare tire well—everything). This is one reason I didn't go with the flocking; it wouldn't cover well over the seams in the insulation. And the other is that I found some great Maroon with a Cream fleck material to use. It is thick enough not to require backing, and thin enough to show the details of the wheel arches. I found this at Midwest Fabrics.\* At first,



DETAIL OF TRUNK FABRIC



KOOL MAT - BLACK SIDE UP

I made paper templates of the inner quarter panel and wheel arches out of thin artist board. These fit in place okay, but it was hard to get them exact

due to the many contours in the trunk. So I tried measuring the material and over-cutting each piece of fabric 4-5 inches.

Before starting, I removed everything from the trunk: spare tire, jack, back seat panel (this was what I call "tar board." It is a piece of 1/8" cardboard that seems to be a composite of cardboard and a thick tar substance. My seat back was original and was a very dark Brown, similar to 3M's Dark Brown undercoating.)



ORIGINAL "TAR BOARD"

My '55 Packard reference car showed the

material pieces overlapping each other with no screws or piping. I rough-cut each piece of material and laid them in the trunk for a test fit. They fit fine. I numbered each piece on the back, and then put each piece back in place. There is an order to this. Example: the back piece lays down first, then the wheel arches, then the rear quarter material spray glues onto the rear quarters and overlaps the wheel arch fabric. This creates a waterfall effect where the fabrics meet at the natural seam, instead of randomly connecting them like a patchwork quilt. I laid in the back piece first. This piece runs under the mat and up a step over the rear end. Next, I put in the pieces over the wheel housings, remembering to check each piece to make sure it will fit under the rubber mat by 4-5 inches. It is important to over-cut each piece, so that there will be ample space to cut around protrusions like hinges, etc. The quarter panel pieces are laid down next, and run from the seat back to the tail light. On the left side is the gas tank filler neck tunnel. I cut a piece out of the left quarter panel material to match the tunnel shape, then cut a piece of fabric to wrap around the tunnel and overlap where the tunnel and quarter panel meet.



BACK PANEL GOES DOWN FIRST



LEFT WHEEL ARCH SHOWING FACTORY CENTER ARCH SEAM



FABRIC PIECES OVERLAP AT NATURAL SEAM

To mark the material, I used a piece of upholstery

**CONTINUED** →



RIGHT WHEEL ARCH



GAS FILLER NECK TUNNEL (TOP VIEW)



SPARE TIRE WELL (TOP VIEW)



COMPLETED TRUNK FABRIC AND MAT

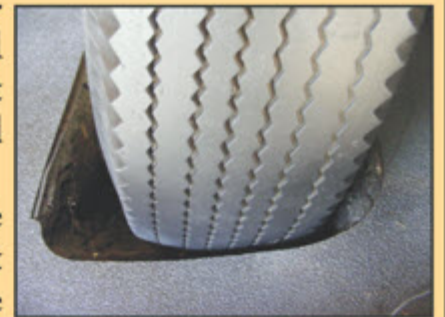
chalk. It wipes off easily with a lightly damp rag. I use a pair of Wiss 9" tailor's shears for cutting the fabric. (Scissors you use for cutting fabric should never be used for cutting paper.)

As I worked on the finish trim on the fabric, I kept placing my rubber mat down to make sure all pieces fit under the mat and not show any insulation on the edges. I found the '51-'54 mats on eBay in a Black rubber, as well as the grayish composite mat that looked very much like the factory photo on the '51-'54. The auction stated that they were an OEM fit. I found that the rubber mat I bought was positioned about an inch too far to the left. This left floor insulation exposed on the left of the spare tire. You can't just pull it to the right, because it is cut out around the trunk lock's striker brace, and two framing pieces for the backup light panel. To correct the fit, I moved the mat to the right to flush with the spare tire opening on the left side, then using a mat knife, cut some of the rubber mat on the left side of the trunk striker and the two other cutouts. This is where leaving extra material really becomes necessary, because now I have plenty of material that comes down off of the left side quarter panel and wheel housing to still fit under the mat and not show any insulation. The cuts I made to the rubber mat followed the shape of the original cutouts and look fine. There was now an inch of exposed insulation on the *right* side of the spare, but I sprayed black undercoating

before putting the rubber mat down, all around the spare well opening and down inside it, so when the mat was laid down, everything looks black and neat. With everything in place, I now used Polymat 797 Adhesive to spray-glue each fabric panel down in order using white art card to lay around so as not to get any spray glue on the top of the fabric. Of course, some glue did get on some of the material, but it wiped right off using wax remover (PPG Acryliclean). I had tested it first on a piece of scrap material, to make sure it didn't stain.

I had left the quarter panel fabric at the tail lights about 8" long so it would wrap around and cover the tail light housings. Tail lights can become very hot and could cause the material to burn, creating a fire, so I spray-glued a piece of Kool Mat insulation, which is fire-resistant, between the tail light and trunk material. Kool Mat insulates, is a heat protector, and is an excellent sound-deadening insulation. The trunk looked great, and all that was left was the jack.

I have the original jack, and some of the original finish was still on it. It was *gloss*, not semi-gloss on the ratchet, base and tire tool. The bar was aluminum. There is a decal that goes on the base that reads "APPLY PARKING BRAKE SECURELY, PLACE JACK UNDER BUMPER IN LINE WITH BUMPER SUPPORTS, JACK BAR



ORIGINAL SPARE



RECONDITIONED SPARE TIRE LOCK DOWN



ORIGINAL JACK



LEATHER JACK BAG

MUST STAND VERTICAL, SEE INSTRUCTION BOOK." I found this exact decal, and it's on the car. To give a little more finished look to the jack I picked some Brown leather that coordinated with the trunk material, and my wife Karen made a jack bag by measuring the length of the jack and the width of the base, then cut a piece of leather that was double the width, plus a 1/2" seam allowance, and the length plus 1/2" seam allowance on the bottom, and a 6" rounded flap on one-half of the width at the top. The leather is laid out with right sides together, then machine-sewed down the open side and across the bottom. A triangle is cut across each bottom corner to make turning

CONTINUED

easier. The bag is then turned right-side out, using a long dowel to poke the corners out square. Now insert the jack and fold over the rounded flap. The trunk compartment is now complete.

A note on the jack is that in the '50's, some car companies supplied a "jack box" which was a long, square-ish cardboard box, sometimes with the car logo on it. These were available a few years ago, but I have not been able to find them recently. I like the leather bag better. One last touch was this 36,000 mile car has the original spare tire. It is a Firestone 8:00x15 black wall. The Firestone 8:00x15 is not available any longer, so I bought a set of Firestone 8:20x15, 4 1/4" wide whitewalls which is very close to the 8:00. They ride great and the car steers so easy!

Here's to many more miles of "Packard-  
dom." Cheers! Keep 'em driving! 🚗



ORIGINAL 8:00X15 DETAIL



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# OLD CAR MATCH GAME

Match car feature in Column A to car maker in Column B

(Answers on Page 1)

**A**

**B**

1. Turning center "Cyclops" Eye headlight
2. 1955 Strato Streak OHV V-8
3. New "holiday" hardtop for 1949
4. New \_\_\_\_ 1946 Sportsman's Conv., wooden bodied
5. \_\_\_\_ intro'ed its 348 CID V-8 in 1958 cars
6. 1955 Autronic Eye light on Cadillac and \_\_\_\_
7. In 1948, Cadillacs had new body style except the \_\_\_\_
8. New sweep spear side styling late conv. and Rivieras
9. Has "Bombsight" hood ornament & no portholes
10. In early 1930's Packard's Light 8 "900" series was most expensive Packard until the arrival of the new Packard \_\_\_\_



- A-PONTIAC
- B-1948 TUCKER
- C-FORD
- D-OLDSMOBILE
- E-75
- F-OLDSMOBILE
- G-CHEVY
- H-1948 BUICK
- I-120
- J-1949 BUICK

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