

# Service Bulletin

OCTOBER

1960

NO. 358

SOUTH BEND 27, INDIANA

## FRONT SPRING NOISE-All 1959-60 Models

The installation of rubber Insulator, Part No. 526249, between the coils of the front spring will eliminate noise caused by coil-to-coil contact of the front spring which sometimes occurs under light load conditions.

If the condition of front spring noise exists, the rubber insulator can readily be installed between the coils of each front spring in the following manner:

Raise the front end of the car with a floor jack or place the car on a frame contact lift. This will separate the upper coils of the spring. Cut through one of the rubber insulators so that it forms one long section of rubber.

Place the rubber insulator on top of the center coil with the inner flange of the insulator down (See Fig. 1) and then thread the insulator upward as far as possible. The weight of the car will hold the insulator in place. In some instances, it may be necessary to install two insulators to completely eliminate spring interference noise. The second insulator is installed in the same manner, and positioned adjacent to the first insulator.

The rubber insulators, Part No. 526249, two required per car, are available from your Parts Depot.

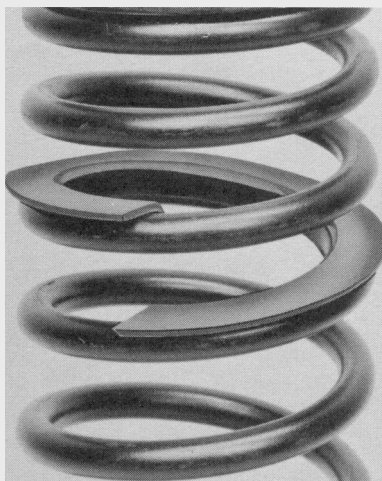


FIG. 1

## NOISY WATER PUMPS-All Models

There are two general types of water pump noises, a seal noise or a rough bearing noise.

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The seal noise is generally a "squeal" type noise which occurs when the engine is idling. The rough bearing noise is a "growl" type noise and usually occurs with the engine running somewhat above an idle speed.

If either type water pump noise exists, first, adjust the fan belt. If a seal noise exists after the fan

belt is properly adjusted, add a water pump lubricant such as SP-50017 Cooling System Rust Resistor to the coolant. The use of the water pump lubricant will generally eliminate the seal noise. If it does not, replace the water pump.

If a rough bearing noise exists after the fan belt is properly adjusted, replace the water pump.

The addition of water pump lubricant to the coolant, whenever a new pump is installed, is good insurance against seal noise.

### FRONT CROSSMEMBER REINFORCEMENT- Severe Service Vehicles

We have received some field reports of front crossmembers cracking in the area of the upper control arm pivot shaft. In each instance the cars involved are used in severe type service and the cracking occurred at comparatively high mileages.

When this condition does occur, a field repair can be made by installing a re-inforcing plate, Part No. 1553491. The plate is available from your Parts Depot. The re-inforcing plate must be installed in the following manner:

1. Remove the upper control arm pivot shaft.
2. Bolt the re-inforcing plate to the crossmember as shown in Fig. 2.
3. Arc weld the plate to the crossmember as shown in Fig. 3. Continue the weld around the part of the plate that sits flat on the crossmember.
4. Bend the remaining part of the plate down so that it will fit tight against the crossmember.
5. Continue the arc weld around the remaining portion of the plate. (See Fig. 4).
6. File the area of the re-inforcing plate on which the pivot shaft will be bolted as indicated in Fig. 5.
7. Install upper control arm pivot shaft.

The following parts are required for each side.

Qty.	Part No.	Part
1	1553491	Re-inforcing plate
2	526765	Special Bolt
2	G-103323	Lock Washer
2	G-120371	Nuts

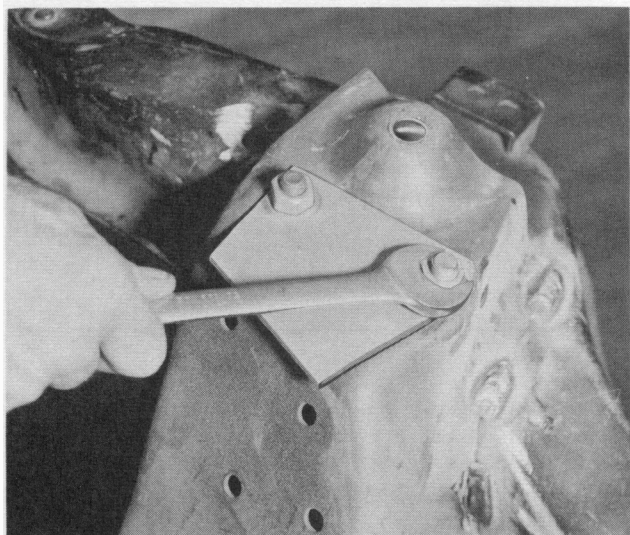


FIG. 2



Fig. 3



FIG. 4

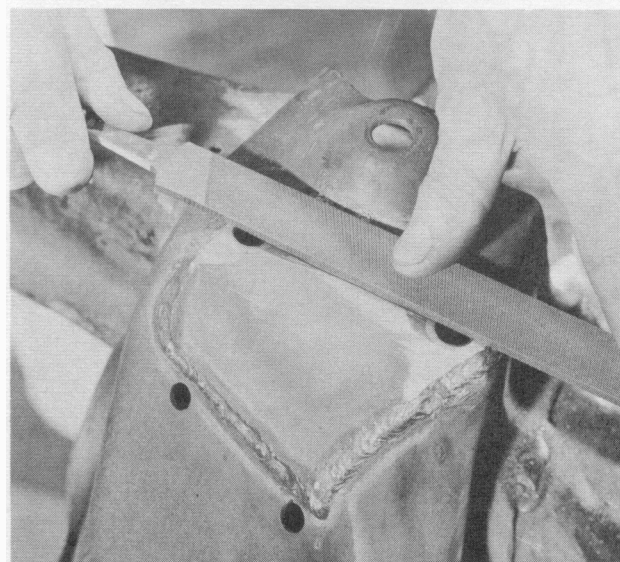


FIG. 5

## HEADLIGHT FLICKER AND/OR ABNORMAL VOLTAGE REGULATOR NOISE-I 1959-60 V8 Models

Headlight flicker and/or abnormal clicking noise in the regulator may be encountered on some 1959 and 1960 V8 models. This condition usually occurs during cold weather or when the car is driven at slow-to-moderate car speeds. This clicking noise is not to be confused with the normal closing or opening of the cut-out relay points.

A high resistance between the contact points on the voltage unit of the regulator causes a voltage variation in the charging circuit which produces the headlight flicker and cycling of the cut-out relay. The opening and closing of the cut-out relay points results in the clicking noise that is sometimes audible to the driver.

The charging circuit can function with this condition present without damage to the various units in the circuit.

To eliminate these conditions a special double contact regulator has been made available by Delco-Remy to Studebaker-Packard for service replacement on 1959-60 V8 models. This regulator is offered at the same price as the regular service replacement regulator and is primarily released for warranty replacement where the conditions described above are encountered. The regulator, Part No. 1553269, is available under this arrangement, only from Studebaker-Packard Parts Depots. The release of this regulator at the regular service replacement parts price will expire October 1, 1961.

**CAUTION:** With the double contact regulator installed in the charging circuit, the 'F' terminal at the regulator and at the generator must not be grounded. To check the generator for output, detach the field lead at the regulator and ground the lead or detach the field lead at the generator and ground the generator field terminal.

## DETONATION OR SPARK KNOCK 1959-60 Models

A spark modifier spring kit (for 6-cyl. models) and new spark modifier assemblies (for V8 models) have been released for field installation in cars where heavy spark knock has been encountered at light-to-medium throttle operation. Installation of the spring kit or modifier assembly will substantially reduce spark knock under light-to-medium throttle operation.

The modifier spring kit for the Auto-Lite distributor consists of a spring and washers which replace the present spring. The complete modifier assembly is replaced in the Delco-Remy distributor.

Installation of the modifier kit or the modifier assemblies delays the start of the vacuum advance from 3 to 5 inches of vacuum to 7 to 9 inches of vacuum.

The parts required for these installations are available from your Parts Depots. They are:

Model	Part No.	Part Name
All 1959-60 6-cyl models with Auto-Lite distributor . . . . .	1552852	Modifier Kit
All 1959 V8 models		
1960 Hawk models . . . . .	1553390	Modifier Assembly
All 1960 V8 Lark models . . . . .	1553389	Modifier Assembly

The vacuum advance curves for the modifier kit on the 6-cylinder model and the modifier assemblies for the V8 models are the same as shown for the 1961 models in the current Passenger Car Shop Manual.

## PISTON AND PIN ASSEMBLIES FOR SERVICE-61 S Models

Service replacement pistons are available for the 61S model 6-cylinder overhead valve engine in the following sizes :

.00 1" Oversize	.020" Oversize
.0025" Oversize	.020" Oversize
.0 10" Oversize	.040" Oversize

The first two sizes .001" and .0025" are for service installation in standard bore size cylinder blocks that require little or no honing and cover the production variations in cylinder bores.

When ordering a piston, specify the piston by the part number of the size which will permit individual fitting of the piston to the cylinder bore by honing and/or reboring.

Follow the recommendations for obtaining proper piston-to-cylinder clearance by using a thickness gauge and spring scale as outlined under "Pistons-Fitting" in the current Passenger Car Shop Manual.

## CORRECTION TO SERVICE BULLETIN No. 356 Re: Brummer Seal Part Number

In the article "Improved Type Rear Main Brummer Oil Seal" on page 2 of Service Bulletin No. 356, the Brummer Seal, Part No. 155 1218, was listed for both 6 and 8-cylinder cars. This is incorrect.

The correct part numbers are:

Seal Kit, Part No. 1551218, replaces kit Part No. 1540605 and will fit all 1955 to 1961 6-cylinder models and all E1 and E5 trucks.

Seal Kit, Part No. 1550745, replaces kit Part No. 1540606 and will fit all V8 passenger car and truck model engines.

Please note this correction in your copy of Service Bulletin No. 356.

## REAR AXLE ASSEMBLY-Twin-Traction Type-Identification

The Parts Depots have discontinued shipping quart cans of Twin-Traction Lubricant with the shipments of Twin-Traction rear axle assemblies.

A special identification sticker is now attached to the differential cover of all Twin-Traction assemblies shipped from the Parts Depots. This sticker identifies the assembly as a Twin-Traction type unit and specifies that Studebaker-Packard Twin-Traction Lubricant, Part No. SP-50136, must be used in the differential assembly.

## PINION MATE SHAFT-Model 23 Twin-Traction Axle

When the supply of Model 23 axle, Pinion Mate Shaft, Part No. 1548339, is exhausted, it will be superseded by Pinion Mate Shaft, Part No. 1549644.

Pinion Mate Shaft, Part No. 1549644, is an improved part having a heavier center section and cannot be used with one of the old Pinion Mate Shafts, Part No. 1548339. Therefore, when substitution is made, both shafts must be replaced.

### flightomatic TRANSMISSION FRONT PUMP-I 961 Models

The front pump on some Flightomatic transmissions now used in production has helical tooth gears.

The servicing procedures for the helical gear pump are the same as outlined in the current Passenger Car Shop Manual for the former type pump having spur tooth gears.

The new helical gear pump, Part No. 1552576, as an assembly will interchange with the spur tooth gear pump, Part No. 1546672, and the new pump cover and stator hub, Part No. 1552577, can be used with the spur gear pump.

### REVERSE FREEWHEEL UNIT-Detroit Gear Automatic Transmissions

Reverse Freewheel Unit, Part No. 529545, used in the Detroit Gear automatic transmissions is no longer available. It is now replaced with a new Reverse Freewheel Unit and Snap Ring Kit, Part No. 1553189.

The new reverse freewheel unit has 26 sprags and is wider than the 529545 unit. The greater width of the part necessitates the use of a thinner snap ring. The new snap ring thickness is .028" to .032" while the snap ring formerly used is .040" to .044" thick. Only the new thinner Snap Ring, Part No. 1553191, should be used with the new freewheel unit. The use of the original thick snap ring will cause the freewheel unit to bind.

The new freewheel unit in Kit, Part No. 1553189, should be installed with the flanged end of the unit into the low drum plate bore (unflanged ends of the freewheel cages next to the snap ring). With the freewheel unit properly installed, the low drum plate will drive the rear sun gear opposite engine rotation and freewheel in the direction of engine rotation.

### OVERDRIVE GOVERNOR GEAR PART NUMBER Correction-58B, 58H and 58L Models

The 1955-58 Chassis Parts Book lists the Transmission Overdrive Governor Drive Gear as Part No. 1544767 for the 58B, 58H and 58L model passenger cars. This is incorrect.

The correct Governor Drive Gear for the 58B, 58H and 58L model passenger cars is Part No. 1544766.

### TAIL GATE SEALING-I 960-61 Station Wagon Models

Sealer is now being applied in production to the upper corners of the tail gate weatherstrip channel between the rubber weatherstrip and the outer edge of the channel. The sealer is applied after the weatherstrip is installed and prevents water from running behind the weatherstrip.

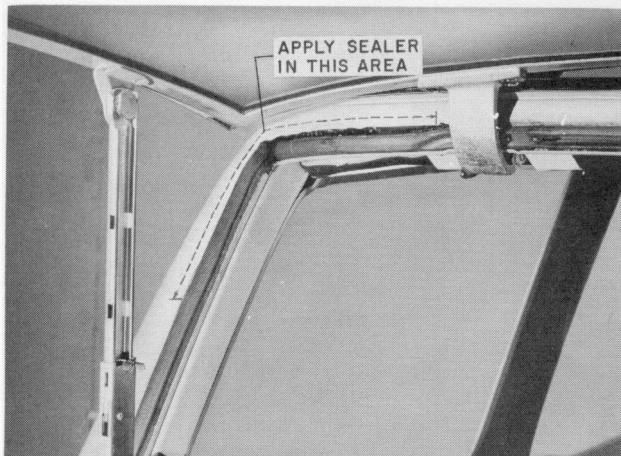


FIG. 6

This sealing operation can readily be performed in your service department in the following manner:

Apply a bead of Studebaker-Packard Weatherstrip Cement, Part No. SP-50045, between the rubber weatherstrip and the outer edge of the channel. The sealer should extend from the upper hinges to the corners, and then downward for a distance of approximately 5 inches. (See Fig. 6).

A small screw and washer is now used to retain each end of the lower gate-to-upper gate rubber weatherstrip. The screws and washers are installed after the rubber is cemented to the gate.

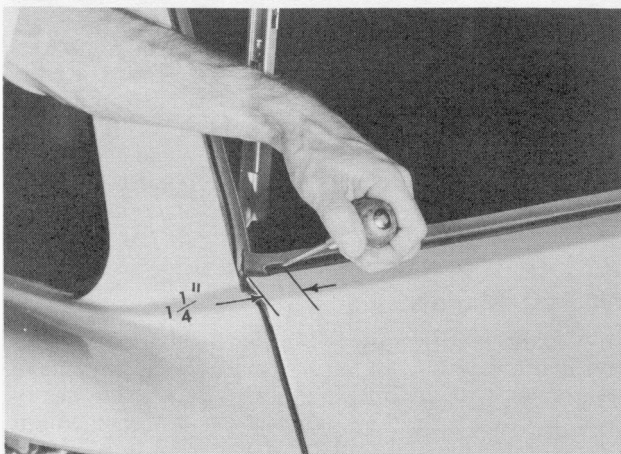


FIG. 7

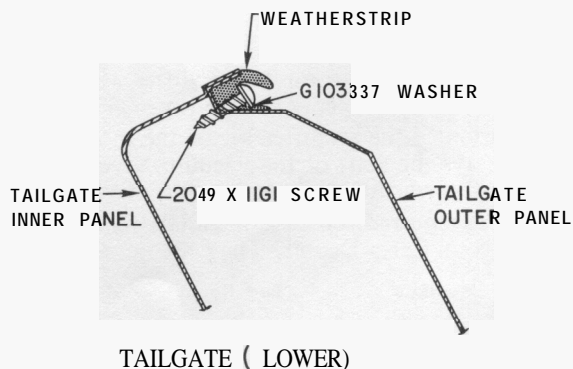


FIG. 8



The retaining screws and washers can be installed in the following manner:

1. If the rubber weatherstrip is loose, cement it firmly to the gate being certain the end sections of the rubber are properly located and cemented to the channel and to the end surfaces of the gate.
2. Punch or drill a 7/64" hole thru the rubber weatherstrip and thru the outer panel of the tail gate channel at the lower intersection of the vertical and horizontal section of the outer panel 1-1/4" from the outer end of the gate. (See Fig. 7).
3. Install the small screw, Part No. 2049 x **11G1**- (No. 6-18 x **34** truss head) and flat washer, Part No. CI03337 (5/32 x **38**) in the punched hole and tighten the screw securely. (See Fig. 8).
4. Repeat steps 2 and 3 at the opposite end of the gate.

PAINT FORMULATIONS  
1961 PASSENGER CARS  
(Exterior Colors)

O'Brien No. 1141 Ermine White Baking  
Enamel-Symbol BFN (their S-I 866)

Vehicle-Alkyd-Melamine  
Pigment

Non-Chalking Titanium Dioxide	100.0%
Iron Oxide Yellow	.Trace
Iron Oxide Red	Trace
Lamp Black	Trace
	100.0%

O'Brien's No. 1142 Riviera Blue Baking  
Enamel-Symbol BFO (their S-1 875)

Vehicle-Alkyd-Melamine  
Pigment

Non-Chalking Titanium Dioxide	96.00%
Phthalocyanine Blue	4.0%
Lamp Black	Trace
	100.00%

Cook's No. 1143 Jade Green Baking  
Enamel-Symbol BFP (their No. 832-G-601)

Non-Chalking TiO2	82.17%
Ferrite Yellow	7.82 %
Lamp Black	.79%
Phthalo Green	9.22%
	100.00%

Rinshed-Mason No. 1144 Flamingo Baking  
Enamel-Symbol BFR (their E23R040)

Pigment	% Pigment Dry Weight
TiO2	5 0 %
Orange Toner	.37 %
Yellow Iron Oxide	12%
Black	Trace to 1%
	100%

Cook's No, 1084 Velvet Black Baking Enamel-  
Symbol BDH (their No. 832-B-600)

Carbon Black	100.00%
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O'Brien No. 1145 Desert Sand Baking  
Enamel-Symbol BFS-(their S-1 874)

Vehicle-Alkyd-Melamine  
Pigment

Non-Chalking Titanium Dioxide	92.2%
Iron Oxide Yellow	5.7%
Iron Oxide Red	2.1%
Lamp Black	.Trace
	100.0%

Niles Chem. Co's. No. 1146 Blaze Baking  
Enamel-Symbol BFT

Pigment

Molydlate Orange	80%
Maroon	13%
Monastral Red	7%
	100%

Vehicle

Melamine	25%
Non-Oxidizing Alkyd	5 0 %
Oxidizing Alkyd	25%
Total Solids	50% plus or minus 1

O'Brien's No. 1147 Suntone Baking Enamel-  
Symbol BFU-(their S-I 865)

Vehicle-Alkyd-Melamine  
Pigment

Non-Chalking Titanium Dioxide	65.00%
AZO Nickel Yellow	33.6%
Iron Oxide Yellow	1.4%
Phthalocyanine Green	.Trace
	100.00%

Cook's No. 1148 Autumn Haze Baking  
Enamel-Symbol BEV (their No. 832-N-601)

Non-Chalking TiO2	79.69%
Burnt Sienna	17.00%
Lamp Black	3.31%
	100.00%

\*O'Brien's No. 1149 Pearl Beige Baking  
Enamel-Symbol BFW-(their S-I 871)

Vehicle-Alkyd-Melamine  
Pigment

Non-Chalking Titanium Dioxide	100%
Iron Oxide Yellow	Trace
Iron Oxide Red	Trace
Lampblack Red	Trace
	100%

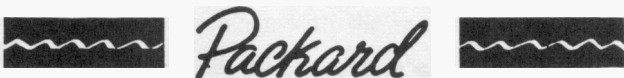
\*On Hawk fin.

## WINDSHIELD GARNISH MOULDING NOISE 1961 Lark Models

Noise in the area of the lower portion of the windshield garnish moulding may be caused by a broken garnish moulding retaining screw. A heavier type retaining screw is now being used in production.

If a noise condition exists at the lower area of either windshield garnish moulding, examine the lower vertical screw. If the screw is broken off, replace it in the following manner:

1. Remove the garnish moulding.
2. Remove the broken end of the screw from the body.
3. Reinstall the garnish moulding using the new heavier type screw, Part No. G-168531.



## ULTRAMATIC CONVERTER DIRECT DRIVE CLUTCH PISTON RING INSTALLATION 1955-56 Packard-56J Golden Hawk

An improper engagement or slow release of the direct drive clutch may be encountered following the reconditioning of the converter that includes installation of new inner and outer direct drive piston rings. It may also occur in a new service replacement assembly.

This malfunction may be caused by piston rings that are butting because of insufficient ring gap. It is recommended that all piston rings be checked for gap before installation. Each of the four outer rings should be checked for gap in the bore of the clutch housing. (See Fig. 9). File the ends as necessary to provide a gap of  $.010''$  -  $.015''$ . Clean off all burrs or roughness caused by filing. Upon installation, make sure ring gaps are spaced so that no two gaps are in line.

To check the inner ring, insert the ring into the bore of the piston and check the gap as shown in Figure 10. The ring gap should be  $.005''$  to  $.010''$ . Remove any burrs or roughness caused by filing if it is necessary to file the ring to provide a gap within the prescribed limits.

**NOTE:** Malfunction of the direct drive clutch, when caused by this mechanical difficulty, must not

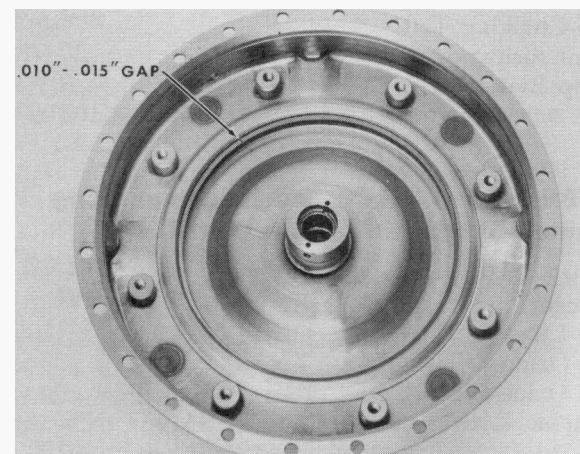


FIG. 9

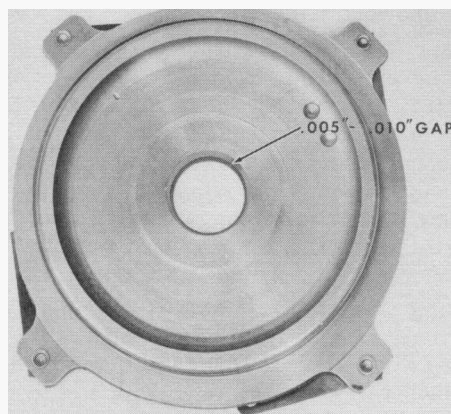


FIG. 10

be confused with improper direct drive clutch action caused by low rear pump pressure or pressure loss because of worn bushings and component parts, sticking valves or governors. This mechanical problem can exist even though all pressures check within their normal tolerance limits.

## TWIN-ULTRAMATIC-COMplete CONTROL VALVE ASSEMBLIES-I 1955-56 Packard Models

The control valve body assemblies in the 1955 Twin-Ultramatic transmission are not interchangeable with the assemblies used on the 1956 Twin-Ultramatic transmissions.

They appear to be the same but, there are differences in calibration, vent, etc. that prevents their interchangeability. To interchange these assemblies upset the shift pattern.

To identify the assemblies, turn the assembly so that the rear upper control body is facing upward and note the position and size of a small vent opening.

The 1955 assembly has a  $.094''$  vent opening, drill size No. 42, over the direct shift valve in the rear upper valve body. (See Fig. 11).

The 1956 valve body assembly has a  $.037''$  vent, drill size No. 63, located over the low high shift piston. (See Fig. 11).

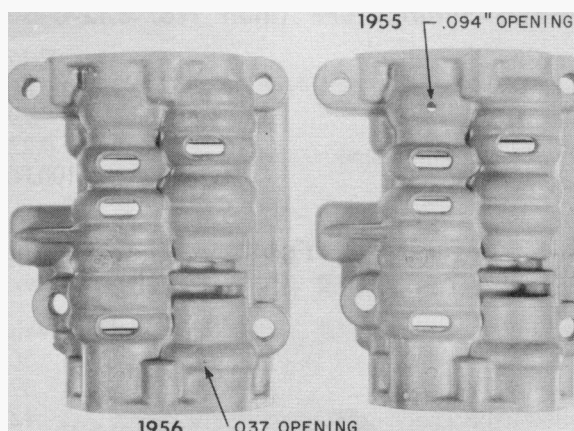


FIG. 11

## PACKARD REPLACEMENT PARTS AVAILABLE

Mr. Roy B. Bender, Vice President and General Manager, Parts and Service Division, in a letter on September 22 urged Studebaker dealers to make the most of every opportunity to sell Packard parts. 400,000 Packard cars still in service create large and profitable parts potentials in many areas, and Studebaker dealers are a natural point of contact for Packard owners who require either parts or service. Zone Parts Depots have good stocks of most fast moving items, and the Central Parts Warehouse in South Bend maintains reserve stocks for virtually all items in current demand. If you don't have the part in stock, always offer to order it. This kind of helpful service builds good business-and good will too.

Along the same line-don't turn down requests for Packard Marine engine parts without checking availability. A request to your Zone Parts Depot will receive prompt attention. Always include the engine serial number and the direction of engine rotation to permit an accurate check of available stock.

## CONVERTER REACTION CLUTCH Sprags Ultramatic Transmission-I 955-56 Packard- 56J Golden Hawk and 1954 Packard Gear Start

To service the converter reaction clutch sprags use Reaction Clutch Assembly, Part No. 450218. This is the complete clutch unit consisting of 28 sprags and 2 springs.

It is not advisable to install new sprags in combination with used sprags which have had considerable service. In addition, it is more economical to replace as an assembly rather than build it up by using individual sprags. The individual Sprag, Part No. 410901, should only be installed in a new reaction clutch assembly in the event one is lost during the servicing operation.

In the servicing of a reaction clutch, when complete clutch, converter reactor shaft or reaction clutch outer race replacement are required, always use the complete assembly, Part No. 450218.



## HARD STEERING-X Ton 1960 Model Trucks

We have received some reports from the field of hard steering complaints on  $\frac{1}{2}$  ton model trucks. In most instances the complaint refers to a "binding" condition on sharp left turns. On trucks investigated locally we found the condition to be caused by incorrectly adjusted reach rods, incorrectly adjusted wheel stops and incorrect front axle caster.

Should you encounter a complaint of this type, check and make necessary adjustments as outlined in the following procedure:

1. Place the front wheels in a straight-ahead position.
2. Disconnect the reach rod at the Pitman arm.

3. Center steering gear on high spot.
4. Adjust reach rod so that ball stud of reach rod will center in Pitman arm hole, without changing the straight-ahead position of the front wheels or the high spot in the steering gear assembly. Install in Pitman arm and tighten nut securely.
5. Turn front wheels to left, against wheel stop.
6. Check clearance between nearest point of tire to frame. Distance must not be less than 1" nor more than 1-1/2" Also check ball end of reach rod to see that it is not "cramped" in the socket. It may be necessary to loosen clamp and reposition ball end.
7. Check caster of front axle. Change as required to meet specifications.

## LIGHT THROTTLE DOWN-SHIFT-Automatic Transmission-X and 3/4 Ton Model Trucks

We have received a few complaints regarding the automatic transmission down-shifting on light throttle application. In each instance it has been found that the wires to the kick-down switch were placed in the wrong terminal.

The correct method of connecting the kick-down switch on the 4E and 5E Series trucks is shown in Fig. 12.

Beginning with Serial Nos. E7-13801 and E12-4701 (6E Series), a new kick-down switch is used. Fig. 13 shows the correct terminals to use on the new switch.

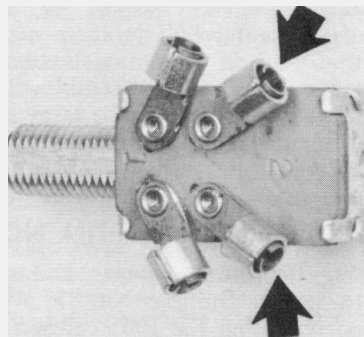


FIG. 12

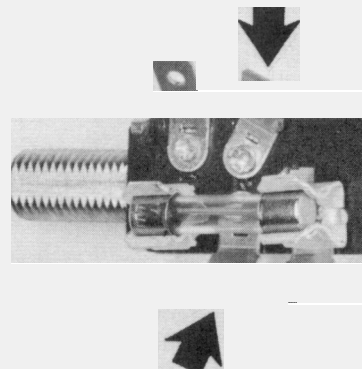


FIG. 13

**INTERFERENCE BETWEEN DRIVE PINION AND CARRIER HOUSING-Timken 2 Spd. Axle-Model H-340**

Where the hypoid type Ring Gear and Pinion Set, Part No. 1690446, is used in place of Part No. 1689088 or Part No. 1690447 in place of Part No. 1689087 in the older type carrier, an interference may occur between the drive gear and the carrier housing.

The hypoid type gears have 1/4" greater pitch diameter than the original bevel type gear set and require 1/8" greater rotating clearance. Therefore, it may be necessary to grind the rib support adjacent to the filler hole to provide adequate rotating clearance for the drive gear.

When assembling the gears in the carrier case always check the drive gear clearance by revolving the pinion several times by hand.

**FAN SHROUD-6E13, 6E38 and 6E40 Model Trucks**

A new left Fan Shroud, Part No. 1693708, has been released for 6E13, 6E28 and 6E40 model trucks when equipped with power steering and 6 blade fan.

The new shroud is similar to the old Part No. 1685691, except it has a two-inch hole to provide clearance for the end of the power steering pump shaft.

**REAR SPRINGS-6E5 and 6E7 Model Trucks**

The 6E5 and 6E7 model trucks have 2 inch wide rear springs in 1961 production. The standard spring is Part No. 1693302 and the heavy duty is Part No. 1693361.

The head of the center bolt in these new springs is larger than that used on prior models. Should it be necessary to change the rear axle assembly, the service assembly spring pad hole may not be large enough to accept the larger spring center bolt head. In such cases, simply enlarge the opening with a 19/32" drill.

**CHANGES TO SERVICE BULLETIN NO. 357**

The following items are changes and additional specifications to Service Bulletin No. 357 which covered information regarding the 1961 6E Series trucks.

Please make these changes on your copy of the Service Bulletin.

**Model Information**

Add the following:

<u>Model</u>	<u>Wheelbase</u>	<u>Rating</u>	<u>GVW</u>
6E28	131-155-171	1-1/2	15,000
			w/std. Equipment
6E28	131-155-171	1-1/2	18,000
			w/H.D. Equipment

**Cooling**

The 6E10 cooling system capacity is 11 qts. for both standard and heavy duty radiators; it is shown as 13-1/2 qts.

The heavy duty radiator capacity for the 6E40 model is 21-1/4 qts.

**Electrical**

Under "Generator"

35 Amp. -Auto-Lite - 6E5, 6E10

30 Amp.-Delco-Remy-All others

**Engine**

In the column for 6E5 and 6E10 models change the following :

H.P. (Max. Net) . . . . . 75 should be 95

RPM . . . . . 3600 should be 4300

Torque (Max. Net) . . . . . 133 should be 146

RPM . . . . . 1600 should be 1900

**Frames**

The cross section and section modulus information for the 6E10 and 6E12 models also applies to the 6E5 and 6E7 models with 122" wheelbase. Therefore, add "6E5 and 6E7-122" W.B." to the second line.

After "6E13 and 6E13D models" delete the word "also."

Add the following for 6E13 and 6E13D :

Cross Section . . . . . 8-1/16" x 2%" x 3/16"

Section Modulus . . . . . 5.719

Delete "and 155" W.B." after 6E28 131".

Add the following: 6E28 155" W.B.-

Cross Section . . . . . 8-1/8" x 2-25/32" x 7/32"

Section Modulus . . . . . 6.709

**Rear Axle**

Change optional ratio for 6E13 from 4.88 to 4.86.

Add the following to the "Optional" column :

For 6E28-5.83 and 6.80

For 6E40-6.20

Add 15,000 lbs. rating after 6.80 in Standard column.

Add 16,000 lbs. rating after 6.80 in Optional column.

**Rear Springs**

Standard springs for the 6E5 and 6D7 models should be changed to two stage and identified as-7 leaf.

Standard springs for 6E10 and 6E12 models should be changed to two stage and identified as-8 leaf.

The standard two stage for the 6E13 and 6E13D models should be identified as an 8 leaf spring.

In the "Optional (Extra Cost)" column designate the 6E5, 6E7 H.D. two stage as an 8 leaf and the 6E10, 6E12 H.D. two stage as a 10 leaf.

**Tires**

Note that the tires for 6E28 are tubeless and tires for 6E40 are with tube.

**Transmission**

Under "Optional (Extra Cost)"-

In the first line delete "4-speed".

In the second line add "and 6E40 w/259 cu. in. engine".

In the last line change "Warner (T-98A)" to "New Process 420"