

Packard **SERVICE TECHNICAL** **Bulletin**

49T-11, Dealer 9
May 10, 1949

To: REGIONS, ZONES AND DEALERS

Subject: CLUTCH FAILS TO RELEASE PROPERLY - 22ND SERIES

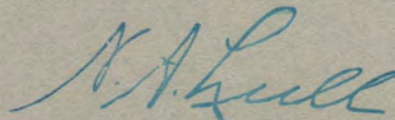
Failure of the clutch to release properly, resulting in clutch spin and gear clash when shifting into first or reverse, in some instances has been traced either to rough or burred corners on the splines of the clutch shaft or to an accumulation of rust in the splines.

When clutch spin is reported, the clutch pedal free play first should be checked before removing the transmission since excessive free play will cause this condition. If the clutch spins when the pedal free play is within limits ($1\frac{1}{4}$ " to $1\frac{1}{2}$ "), the splines on the clutch shaft should be checked since the clutch will be partially engaged if the driven plate is not free to slide to its fully released position.

If rust is evident, it should be removed completely and the rusted areas should be worked over with a knife-edged stone. The corners of each spline should be stoned to smooth out any roughness and if the corners are chamfered only slightly or show no chamfer, they should be stoned to obtain a chamfer approximately .015 inch wide. The splines in the hub of the driven plate should be cleaned out using a cloth and screw driver. The driven plate should not be replaced unless the facings are worn excessively or the plate is otherwise damaged.

Before installing the transmission, the clutch shaft splines should be completely covered with a thin coating of lubriplate to provide lubrication and to prevent the formation of rust.

Very truly yours,



N. A. Lull
Service Technical Manager

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