



Packard SERVICE TECHNICAL

Bulletin

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To: REGIONS AND ZONES

Subject: PUMP CHECK VALVE CLATTER ON ULTRAMATIC DRIVE CARS

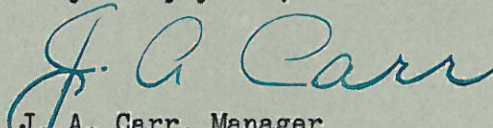
There have been a few reports from the field of Ultramatic Drive equipped cars in which there was a clattering knock at 20 to 28 miles per hour, either on acceleration or deceleration, when the rear pump takes over the hydraulic load or when the front pump takes over on deceleration.

The knock is caused by the pump check valve hammering against the retainer plate on the forward end of the upper valve body. This hammering is the result of the pulsation of the front and rear pumps, and the oscillation of the pump selector valve and front pump relief valve at the same frequency.

This condition can be improved by installing a new front pump relief valve spring, part number 423113, which is located under the large plug on the right side of the bell housing. The new spring has the same load as the old spring except that it has a lower rate.

The new springs may be ordered through the Zone Warehouse, and the old springs may be returned on a regular R.F.A. This spring replacement is not a campaign and should be replaced only on the cars that have a clattering pump check valve.

Very truly yours,



J. A. Carr, Manager
Parts and Service Department

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