

Packard **SERVICE TECHNICAL** Bulletin

49T-27, Dealer 21
November 7, 1949

To: REGIONS, ZONES AND DEALERS
Att: ZONE PARTS AND SERVICE MANAGERS AND SERVICE REPRESENTATIVES

Subject: ULTRAMATIC DRIVE DIRECT CLUTCH FAILS TO DISENGAGE WHEN COMING TO A STOP. ENGINE STALLS.

There have been a few reports from the field on Ultramatic Drive in which the direct drive clutch fails to disengage when coming to a stop, causing the engine to stall. These conditions have been corrected without difficulty.

When diagnosing a similar complaint, be sure to check the transmission fluid level and perform the hydraulic pressure tests as described on pages 30 to 34 of the Packard Serviceman's Training Book entitled "Servicing the Ultramatic Drive". The pressure tests will help to determine the cause of the direct clutch failure to disengage.

When correcting this condition, follow the diagnosis and correction procedure outlined below:

<u>POSSIBLE CAUSE</u>	<u>CORRECTION</u>
(a) Governor vent valve sticking.	(a) Perform governor pressure test. If governor pressure remains at speeds below 11 m.p.h. when decelerating, remove the governor, clean all parts, and free up the vent valve by polishing it with crocus cloth. In most cases, this will correct the condition.
(b) Sticking direct drive shift valve.	(b) If governor is OK, perform direct drive clutch pressure test. If pressure remains at speeds below 11 m.p.h., remove the control valve lower body and free up the direct drive shift valve. Be sure to torque tighten the valve body cap screws on reassembly.
(c) Sticking converter "inlet" or converter "relief" valves.	(c) If the governor and direct drive pressure tests are OK, perform the converter pressure test. The converter pressure should be 60 to 70 p.s.i., when the direct drive clutch disengages when decelerating below 11 m.p.h. If the converter pressure

does not come in in time, the converter "inlet" or "relief" valves may be sticking. Remove and free up the valves.

(d) Sticking direct drive clutch moveable driving plate. This may be caused by the driving lugs cutting into the splines of the clutch housing.

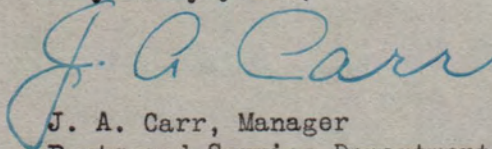
(d) If the pressure tests are OK but the clutch still hangs in, it may be a sticking direct drive clutch moveable driving plate. Disassemble the converter and direct drive clutch. Examine the driving lugs on the moveable driving plate and the internal splines in the clutch housing for wear.

It has been found that freeing up the governor vent valve has corrected the condition in most cases. However, there have been a few cases where the direct drive shift valve has been sticking. In this case, operation "B" should be performed.

CAUTION: When installing the control valve lower body, tighten the attaching cap screws five to six foot pounds on the (small) 1/4" cap screws and nine to ten foot pounds on the (larger) 5/16" cap screws.

After the cause of the failure of the direct drive clutch to disengage has been located and corrected, road test the car for Ultramatic Drive operation so that the car will be performing satisfactorily when it is delivered to the owner.

Very truly yours,



J. A. Carr, Manager
Parts and Service Department

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