



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

49T-37

December 16, 1949

To: ZONES

Subject: DIRECT DRIVE CLUTCH FAILS TO DISENGAGE - ULTRAMATIC DRIVE

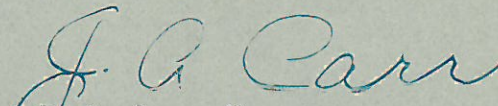
Several changes have been made in the converter assembly to provide a more positive disengagement of the direct drive clutch which, under certain conditions particularly in cold weather, tends to "hang on" and stall the engine when the car is brought to a stop.

These later type assemblies are available to correct this condition on vehicles in service. Converter replacement, however, should in no instance be made until other mechanisms, which also will cause this condition, are known to be operating properly. The mechanisms to check before making the exchange are listed on page 46 in the Serviceman's Training Book "Servicing the Ultramatic Drive." These should be checked in the sequence as listed.

The new units are carried under part number 421940, code number 3.599 as listed in the Ultramatic Drive Parts List and carry a green paint mark to distinguish them from the early type units.

No general campaign is authorized and these converters should be used only where necessary. The replaced unit is to be returned immediately for reworking. Availability of the new units will depend upon the promptness of these returns.

Very truly yours,



J. A. Carr, Manager  
Parts and Service Department

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