

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

50T-36, Dealer 28

September 15, 1950

TO: ZONES AND DEALERS

Subject: LOSS OF OIL THROUGH BREATHER - 24TH SERIES ULTRAMATIC - MODEL 200

All 24th Series Ultramatic-equipped vehicles, Model 200, having an engine serial number below J202136, should be checked for possible loss of oil through the breather in the top of the transmission rear housing.

The procedure for checking, and the inspections and corrections to be performed if necessary, follow.

1. Place the car on stand jacks or raise it on a hoist keeping the car level.
2. Move the selector lever to the high range position.
3. Disconnect the relay rod from the throttle cross shaft or from the throttle valve lever on the right side of the transmission.
4. Remove the breather from the transmission rear housing.
5. Move the throttle valve lever to the kick-down position (as far as it will go toward the front of the car).
6. Run the engine at approximately 40 to 50 mph road speed for 3 or 4 minutes while watching for oil to emerge from the breather opening. This should be done with the selector lever in high range and the throttle shaft lever in kickdown position.

If no oil emerges from the breather opening after 3 or 4 minutes running, operation of the transmission may be considered satisfactory and nothing further need be done.

If the oil hole fills up and there is a slight spill-over, the transmission rear housing should be removed and the oil return passage enlarged. The oil return passage is the straight $\frac{1}{4}$ -inch hole in the lower half of the rear housing. This hole should be enlarged to $\frac{3}{8}$ -inch. The hole should not be enlarged to exceed $\frac{3}{8}$ -inch nor should additional holes be added.

If the oil gushes out of the opening, it will be necessary to remove the transmission and remove those sub-assemblies necessary to check and, if necessary, correct the following:

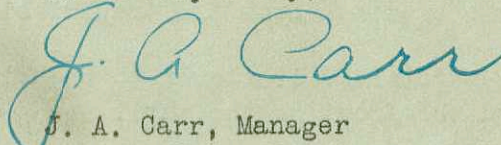
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- a. A missing or broken planetary cage and shaft oil ring. If the ring is missing, one should be installed and, if broken, should be replaced.
- b. Loose rear oil pump assembly. The rear oil pump assembly retaining screws should be tightened to a torque of 15 to 18 ft. lbs.

The foregoing will be handled on an R.F.A. in the usual manner. Labor will be allowed as follows:

Checking for fluid loss	.6
Reworking transmission rear housing Includes R & R Rear Housing Assembly	1.2
Inspecting and correcting missing or broken ring or loose rear oil pump. Includes R & R Transmission & Converter Assembly	5.5

Yours very truly,



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Parts and Service Department

AED:ljc