



Packard SERVICE TECHNICAL

Bulletin

50T-45, Dealer 34
October 20, 1950

To: ZONES AND DEALERS

Subject: RADIATOR COOLER TUBE FAILURE - 23RD SERIES ULTRAMATIC

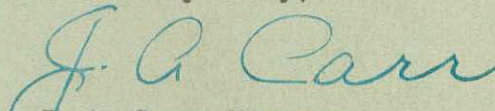
Recent inspections and tests conducted with 23rd Series Ultramatic radiator cores returned to the Factory because of oil cooler tube leakage revealed that, in most instances, the tubes had split or had developed a leak because of excessively high pressure in the oil cooling system.

Excessively high pressure in the system usually is caused by a sticking check valve inside the converter outlet valve. It was found that tightening the outlet valve over the specified torque of 50 ft. lbs. can distort the valve and cause the check valve to stick in its closed position. This would result in an excessive pressure build-up especially when operating in reverse.

When installing a converter outlet valve assembly, the valve should be tightened to a torque of 50 ft. lbs. and the check valve then should be checked for being free. This can be accomplished by inserting a small rod through the bore of the outlet valve and pushing against the check valve. The check valve should move approximately 1/4 inch. The outlet valve assembly should be replaced if the check valve is not free when the valve assembly is tightened to 50 ft. lbs.

To reduce the possibility of having an owner experience cooler tube failure on 23rd Series Ultramatic-equipped vehicles, it may be advisable to check the operation of the outlet valve check valve when a car is brought in for lubrication, anti-freeze installation, or other services. The small amount of time involved to make this check may eliminate a premature repair job at some later date and thereby contribute to greater customer satisfaction.

Yours very truly,


J. A. Carr, Manager
Parts and Service Department

AED:ljk