



**Packard SERVICE TECHNICAL**

**Bulletin**

50T-61, Dealer 47  
December 26, 1950

To: ZONES AND DEALERS

Subject: CHECKING ULTRAMATIC DRIVE FLUID LEVEL - ALL MODELS  
RADIATOR COOLER TUBE FAILURE - 23RD SERIES

Please refer to Service Technical Bulletin 50T-45, Dealer 34, October 20, 1950 on the subject of cooler tube failure.

The check valve inside the converter outlet valve assembly was originally adopted to prevent the drain-back of fluid in the converter outlet line, and subsequently the converter, when the engine was stopped. It since has been found that a fluid drain-back does not affect converter operation when the engine is again started; however, it does affect the fluid level after the engine has been stopped for a short time.

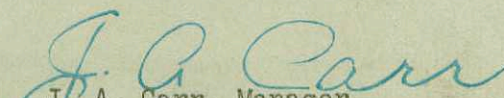
The check valve was recently eliminated and units having a serial number above 165318 and 20390 do not have a check valve.

To insure against the possibility of radiator cooler tube failure caused by a sticking check valve in 23rd Series Ultramatic-equipped vehicles, it is recommended that the check valve be removed when a car is brought in for lubrication, anti-freeze installation, or other services.

The check valve can be removed by taking out the outlet valve assembly, grinding off the rolled-over end of the valve to release the check valve and spring, and then reinstalling the outlet valve body as an adapter for the cooler line.

Inasmuch as the fluid level rises more rapidly when the check valve is omitted, it is necessary to check the level within ONE minute after the engine is stopped instead of five minutes as recommended previously. This change becomes retroactive to all Ultramatic-equipped vehicles since it otherwise would be necessary to disconnect the outlet line to determine whether the check valve has been removed.

Yours very truly,

  
J. A. Carr, Manager  
Parts and Service Department