



# Packard SERVICE TECHNICAL

## Bulletin

52T-1  
Dealer 1  
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To: ZONES AND DEALERS

SUBJECT: PUMP CHECK VALVE NOISE, ULTRAMATIC

When the rear pump takes over the function of the front pump on 23rd and 24th Series Ultramatic Drive transmissions, there sometimes is a tendency for the pump check valve to pulsate or flutter.

A spring-type pump check valve has been released to correct this clicking, or fluttering condition, which causes a very disturbing noise at about 20 or 30 MPH or when the direct drive clutch engages or disengages.

The spring-type pump check valves are adaptable only to the die-cast valve bodies and cannot be installed to valve bodies produced previous to the die-cast type.

The die-cast valve bodies started in production with transmission serial numbers 135001 and 20001. There may be some of the die-cast valve bodies installed on early transmissions in service.

The valve bodies can be identified as follows:

The die-cast body has a very smooth finish, does not have the cast iron converter relief valve retainer, part number 421959, and does not have the converter feed tube assembly (copper tube) as installed on the early type valve body, which also has a very rough finish.

The procedure for installing the spring-type pump check valves is as follows:

- (a) Drain the Ultramatic oil and remove the pan.
- (b) Remove the valve body assembly.
- (c) Separate the valve bodies.
- (d) Remove the four Phillips screws and remove the plate from the end of the body that holds the pump check valve in its bore.
- (e) Discard the old cylindrical-type pump check valve and reinstall the plate and four Phillips screws.

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