



Packard SERVICE TECHNICAL

Bulletin

52T-2
Dealer 2
January 29, 1952

To: ZONES AND DEALERS

Subject: WATER IN OVERDRIVE GOVERNORS

A few reports have been received where it was impossible to get the transmission into reverse on overdrive equipped 23rd, 24th, and 25th Series cars.

This condition generally occurs during wet, slushy weather and is caused by water getting into the overdrive governor, thus causing the circuit to ground. As long as the circuit is grounded, either through water or the contact points, the solenoid remains energized and the overdrive remains engaged. The transmission cannot be shifted into reverse as long as the overdrive is engaged.

If the transmission cannot be shifted into reverse with the ignition switch on and the engine running, but will go in with the ignition switch off, than there is probably water in the governor, which has caused the circuit to ground and the overdrive to remain engaged while standing still.

In most cases, the governor can be repaired by removing it from the transmission, removing the bakelite cover, and drying out the inside of the governor body and cover with compressed air. Lay the governor and cover on a hot plate or its equivalent to remove all moisture.

Reassemble the governor, using a new cover gasket, seal the gasket with Permatex or a suitable sealer to reduce the possibility of water entering the governor again. Install the governor; be sure all electrical connections are clean and tight.

Very truly yours,


J. A. Carr, Manager
Parts and Service Department

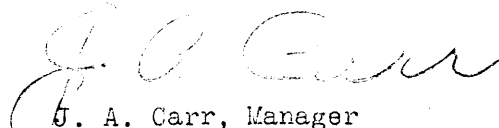
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- (f) Install the two spring-type pump check valves as shown in the illustration. They are installed in the two slots crosswise of the valve bore from the lower side of the upper valve body. Be sure the flat side of the two valves are opposite each other as shown.
- (g) Reassemble the valve bodies to each other, and install them on the transmission. Torque tighten the valve body attaching screws to 10 to 12 ft. lbs. Be sure to clean the inlet oil screen.
- (h) Install a new pan gasket and the oil pan.
- (i) Fill the transmission with Ultramatic oil as described in the Service Manual.

Part Number 423547 pump check valve (2 required) are available at your Zone Warehouse.

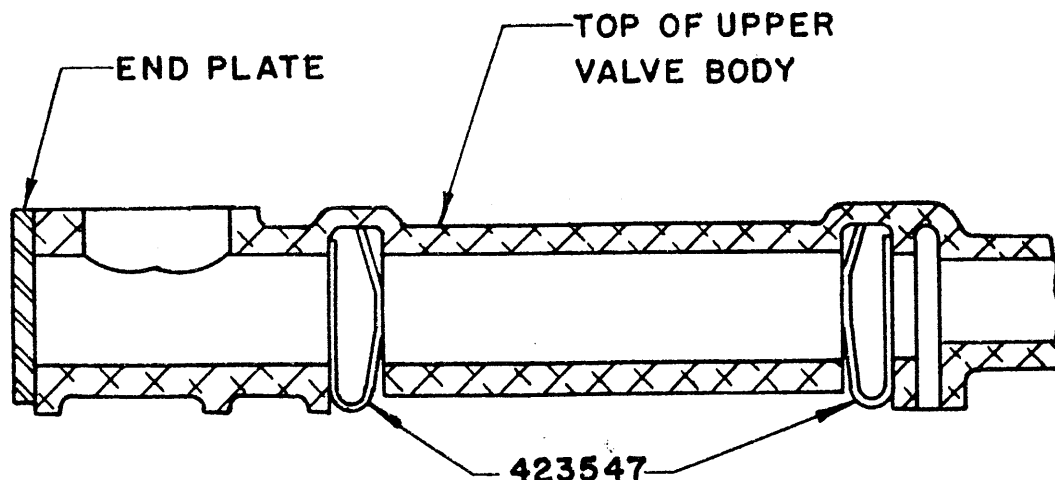
The spring-type pump check valves operate as follows: When the front pump is operating, the flat side of the front pump check valve is forced from its seat and allows oil to pass through. This oil pressure forces the flat side of the rear valve against its seat. When the rear pump pressure overcomes the front pump pressure, the flat side of the rear check valve is forced from its seat allowing oil to pass through. This oil pressure forces the flat side of the front valve against its seat.

Very truly yours,



J. A. Carr, Manager
Parts and Service Department

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SECTION THRU PUMP CHECK VALVE BORE