

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

53T-4
Dealer 3
February 5, 1953

TO: ZONES AND DEALERS

SUBJECT: DIRECT DRIVE CLUTCH FAILS TO DISENGAGE - ULTRAMATIC

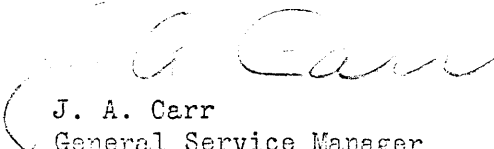
Proving Ground tests reveal a condition that may be encountered in the field whereby the direct drive clutch might be slow in disengaging or stall the engine on quick stops.

This condition will only be encountered when the transmission is equipped with a rear pump check valve (flapper valve) having the $\frac{3}{32}$ " hole and the newly designed governor housing and inlet valve as described in Service Counselor Vol. 26, No. 10, October, 1952.

An oil pressure test at the governor and direct drive clutch will show if the governor is slow in venting off the oil pressure. The pressure should vent off at about 10 to 11 MPH, but if it does not vent until about 3 or 4 MPH, then the clutch may not dis-engage, thereby stalling the engine.

If this trouble should be encountered in the field, it can be corrected by removing and dis-assembling the governor housing. Enlarge the .062" vent hole in the top of the governor housing to .094" by drilling it out with a $\frac{3}{32}$ " drill. Be very careful to remove all burrs and clean thoroughly after drilling so that the inlet valve works free in the governor housing.

Very truly yours,


J. A. Carr
General Service Manager

JAC:kb