

Packard SERVICE TECHNICAL Bulletin

55T-32
Dealer 23
July 12, 1955

To: ZONES AND DEALERS

Subject: ENGINE RUNAWAY - LOW TO HIGH SHIFTS - 55TH SERIES

Please refer to your Service Counselor Vol. 29, No. 7, July 1955, on the subject "Carburetor Throttle Control Shaft Lever Extension Kit."

Most cases of the engine runaway during "Low to High Shifts" can be corrected by installing the extension kit and adjusting the throttle rod. By installing the kit and adjusting the throttle rod, the transmission throttle pressure can be raised to overcome the runaway and the geometry of the lever with the extension is such that the shift pattern will not be changed to an objectionable degree.

Following are installation and adjustment instructions to correct engine runaway:

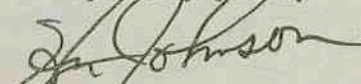
1. Install the extension kit as shown in the July Service Counselor. Install the throttle rod in the hole in the extension.
2. Use the illustration of the Caribbean carburetor linkage shown in the June issue of the Service Counselor for reference when adjusting the throttle rod.
 - a. Loosen the throttle rod jam nuts "D" and "F" several turns.

Idle the engine at 400 RPM with the selector lever in "Drive" position.

Apply a slight forward pressure on the rod "H" and tighten the jam nuts up to the adjuster.

- b. Road test the car for engine runaway during low to high shift. If the runaway is excessive, loosen the jam nuts and progressively move the rod "H" rearward about 3/16" at a time until the runaway has been corrected.
 - c. In most cases, it will not be necessary to move the rod rearward over 1/4". Bear in mind that moving the rod rearward will change the shift pattern slightly, however, the extension on the lever should maintain a satisfactory shift pattern.

Very truly yours,



H. N. Johnson
Assistant Service Manager