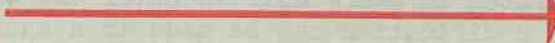


# Packard **SERVICE TECHNICAL**

 **Bulletin**  
56T-2  
Dealer 1  
January 18, 1956

To: ZONES AND DEALERS

Subject: ENGINE RUN-AWAY -- 54TH - 55TH SERIES ULTRAMATIC TRANSMISSION

We wish to call your attention to a condition which, when it exists, might result in burning or premature failure of the high range clutch plates in 54th and 55th Series Ultramatic transmissions. This condition is an engine "flare" or "run-away" during the upshift from low range to high range converter on acceleration.

The first corrective step to be taken when "flare" exists is to check and, if necessary, adjust the throttle linkage with the carburetor off high idle as described in the Service Manual. This is imperative because the linkage setting is a very important factor in controlling the pattern and quality of the shifts. If the linkage does not incorporate the Extension Kit, part number 474305, it should be installed as outlined in Service Counselor Vol. 29, No. 7, July 1955.

If "flare" exists, move the cross-shaft adjuster back toward the dash panel  $1/16$ " to  $3/32$ ". The adjuster is indicated by "A" figure 181 in the Ultramatic Section of the Service Manual. Do not exceed  $3/32$ " backward movement which is approximately the diameter of the hole in the extension. This can be checked by removing the cotter pin and checking the end of the rod in relation to the hole in the extension. In addition, torque tighten the low range brake band adjusting screw to 20 ft. lbs. and then back off 1-1/2 turns. Road test and check for "flare" after the transmission has been thoroughly warmed up.

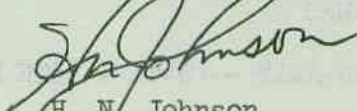
If "flare" exists after performing the foregoing operations, remove the rear lower and the front valve body assemblies and also the low range brake assembly. It is not necessary to remove the complete control assembly. Inspect the bottom of the oil pan for an accumulation of flakes of friction material from the high range clutch plates. The spring changes outlined in subsequent paragraphs may not correct the "flare" if the clutch plates are worn excessively and it may be necessary to replace the plates.

Refer to figures 74 and 75 in the Ultramatic Section of the Service Manual and replace the Low Regulator Valve Spring with the 56th Series Spring, part number 6480356, and the Throttle Limit Valve Spring with the 56th Series Spring, part number 470217. The low range brake incorporates two large coil springs. Remove the inner spring. When these spring changes are made, set the throttle linkage and the low brake band adjustment standard as outlined in the Service Manual. If the low range band application is audible on the downshift at approximately 5 mph, back off the adjusting screw an additional  $1/4$  turn.

We suggest that these spring changes and the elimination of the low range brake inner spring be incorporated in every unit whenever the oil pan is removed for any reason. This modification can be made in a short time and will accomplish two things: (1) Insure against premature failure of the high range clutch plates; (2) Provide a smoother and more positive shift.

The two springs required are standard 56th Series transmission control springs and are available through the Central and Zone Parts Warehouses.

Very truly yours,



H. N. Johnson  
Assistant Service Manager

AD:jb