

# Packard SERVICE TECHNICAL Bulletin

56T-7  
Dealer 5  
February 8, 1956

To: ZONES AND DEALERS

Subject: ENGINE RUN-AWAY - 56TH SERIES ULTRAMATIC TRANSMISSION

This bulletin supplements the information given in Service Technical Bulletin 56T-2, Dealer 1, dated January 18, 1956, on "Engine Run-Away - 54th and 55th Series Transmissions."

This condition might be encountered occasionally in early 56th Series transmissions having a serial number below the following: A-9416, B-6012, C-1143, D-1827. Transmissions having higher serial numbers and a star stamped near the number incorporate a late design valve body separator plate and a single spring in the low range brake to overcome this condition.

If "flare" is encountered in an early 56th Series unit, first check and, if necessary, adjust the throttle linkage with the carburetor off high idle as described in the Service Manual. Also make certain that the adjuster rod is in the center hole in the cross-shaft lever and that the low range brake band is adjusted as described in the Service Manual.

If "flare" exists with the linkage properly adjusted, move the cross-shaft adjuster rearward  $1/16$ " to  $3/32$ " and recheck for "flare." Also check for premature kick-down into low range. If kick-down is premature, move the adjuster rod into the upper hole in the lever and reset the linkage standard. If "flare" exists, move the adjuster rearward  $1/16$ " to  $3/32$ ".

In the event "flare" exists after changing the linkage adjustment, remove the Control Valve Body Separator Plate and install the late design plate, part number 6489478. At the same time, remove the inner spring from the low range brake servo and reset the throttle linkage and the low range brake band adjustment standard as outlined in the Service Manual. If the low range band application is objectionable on the downshift at approximately 7 M.P.H., back off the band adjusting screw an additional  $1/4$  turn.

Very truly yours,

  
T. W. Nertney  
Service Technical Manager

AED:bjm