

Packard SERVICE TECHNICAL Bulletin

55T-7
Dealer 6
February 2, 1955

To: ZONES AND DEALERS

Subject: DIRECT DRIVE CLUTCH ENGAGEMENT TWIN ULTRAMATIC - 55TH SERIES

Please refer to your Service Counselor, Vol. 28, No. 10, October 1954, on the subject "Direct Drive Clutch Slippage."

Production is now installing direct drive clutch plates with the facings chamfered at only two slots, opposite each other on both sides of the plate. This further prevents the possibility of clutch slippage and retains smooth clutch engagement.

Cutting the additional chamfers from the plate can be accomplished by following the instructions in the Service Counselor.

A new calibrated high speed governor spring started in production approximately January 17. This new spring permits the direct drive to engage at approximately 27 MPH instead of at 31 to 33 MPH. It also permits the low range to high range shift to occur at slightly lower speeds.

Should it be desired to change the high speed governor spring on early production cars, follow the instructions on pages 40 and 54 in your Serviceman's Training Book, "Gear-Start Ultramatic Drive."

The new spring is available under part number 450358.

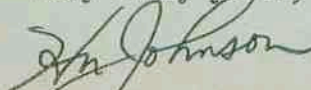
IMPORTANT:

The desired shift pattern depends on the accuracy of linkage adjustments and the band adjustments. The linkage adjustments are described in your Serviceman's Training Book, "The 55th Series Clipper-Packard Mechanical Changes," page 12. The rod indicated by "F" must be in the outer hole at the rear lever.

The band adjustments are very important and should be adjusted when necessary and especially on the 1000 mile inspection.

Loosen the band adjusting screw lock nut, torque tighten the adjusting screw to 20 ft. lbs., back the screw out 1 3/4 turns, and then tighten the screw lock nut.

Very truly yours,



H. N. Johnson
Assistant Service Manager