

PACKARD MOTOR CAR COMPANY

DETROIT MICHIGAN

July 29, 1922

To Packard Distributers

Subject, Oil Pump Relief Valve—Packard Six

REFER TO THIS LETTER BY NUMBER

TO BE NOTED AND INITIALED BY	

The Packard Six oil pump has been redesigned to use a ball instead of a flat valve, this change going into effect with motor No. 11280.

The new construction reduces the possibility of loss of oil pressure thru the lodging of sediment between the valve and its seat, and since the adjusting screw controlling the oil pressure is now held in position by a lock nut, it will be found an easy matter to change the oil pressure without removing the crankcase lower half. It will also be noted that the check valve can be removed and replaced without disturbing the oil pump bottom casting.

When installing a new steel ball, it should be tapped into its seat in the oil pump cover in order to secure an oil tight joint. If the relief valve leaks, low oil pressure will be experienced, particularly when idling.

The parts affected by this change are the oil pump body cover, together with the valve, valve spring, adjusting screw and check nut. The piece numbers of the new design parts will be found in the Parts Book Correction List already issued.

SPEEDOMETER DRIVE GEAR—PACKARD SIX

A change has been made in the Packard Six speedometer drive, going into effect with transmission No. 12707.

With the new arrangement it becomes unnecessary to change the speedometer driving gear in order to change the ratio, as the same gear, Pc. No. 118024, will be used in both instances. The change in ratio is effected simply by replacing the speedometer driven pinion and shaft, together with the bushing on which it is mounted, the two bushings being different to compensate for the different centers required for the two ratios.

When the 4 4-13 rear axle ratio is employed, the following parts will be used:

- 1—121791 Speedometer driven pinion and shaft
- 1—121797 Speedometer driven pinion bearing

When the 4 2-3 to 1 ratio is employed, the following parts are necessary:

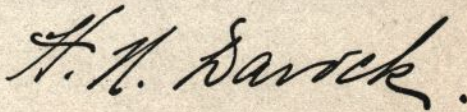
- 1—118970 Speedometer driven pinion and shaft
- 1—117981 Speedometer driven pinion bearing

In order to distinguish between the two ratios, the bearing employed with the 4 4-13 ratio will be stamped "HS", and the bearing employed with the 4 2-3 ratio will be stamped "LS". A few bearings were assembled unstamped, but all of them were the type used with the 4 2-3 ratio.

Please bear in mind that in the case of transmissions prior to No. 12707, it is necessary to change both the driving gear and the driven pinion when the ratio is changed, the proper parts being indicated in the Parts Book.

Yours very truly,

PACKARD MOTOR CAR COMPANY.



H. N. DAVOCK, Manager,
Technical Service Department.