

# PACKARD MOTOR CAR COMPANY

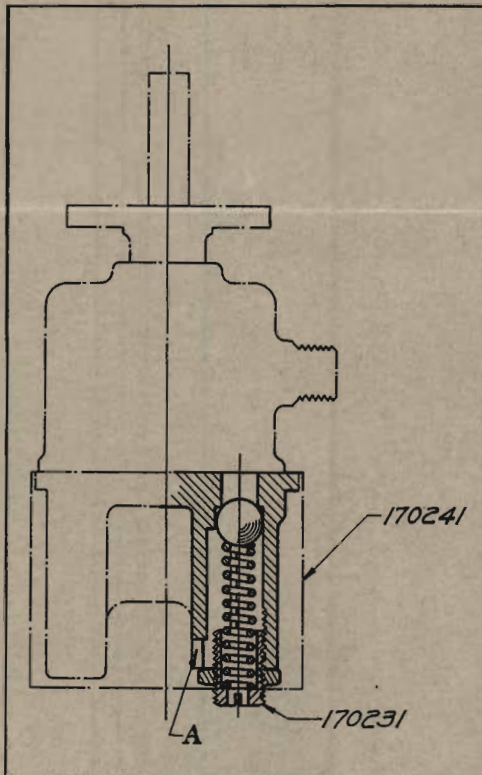
## DETROIT MICHIGAN

February 14, 1929

To: Packard Distributers and Dealers

Subject: OIL PUMP RELIEF VALVE

TO BE NOTED AND INITIALED BY



Gentlemen:

A change has been made in the oil pump relief valve starting with motor #258010 in the 626-33 and motor #174625 in the 640-45.

In the new design the valve must leave its seat a considerable distance in order to permit the oil to by-pass through the pump and return to the crankcase through the outlet passage. In the old construction only a slight movement of the valve was necessary in order to relieve the excess pressure.

The purpose of the change is to overcome the oil pump chatter which sometimes developed when the motor was started, or when the oil level in the crankcase was low. This chatter was due to the fact that air as well as oil was passing through the relief valve, and since the air was unable to hold the valve away from its seat, a noise was set up by the rapid movement of the ball. In the new construction the ball is forced so far from its seat by the oil that it does not return even when the mixture of air and oil is passing it.

In those cases where the customer complains of the oil pump noise a correction can be made by ordering:

- 1—170241 Motor Oil Pump Body Cover Assembly
- 1—170231 Motor Oil Pump Relief Valve Adjusting Screw

The two new parts should be assembled with the remainder of the old pump as shown in the illustration.

Yours very truly,

PACKARD MOTOR CAR COMPANY

T. A. STALKER,  
Manager Technical Department.

TAS:CN