

REFER TO THIS LETTER BY NUMBER

PACKARD MOTOR CAR COMPANY

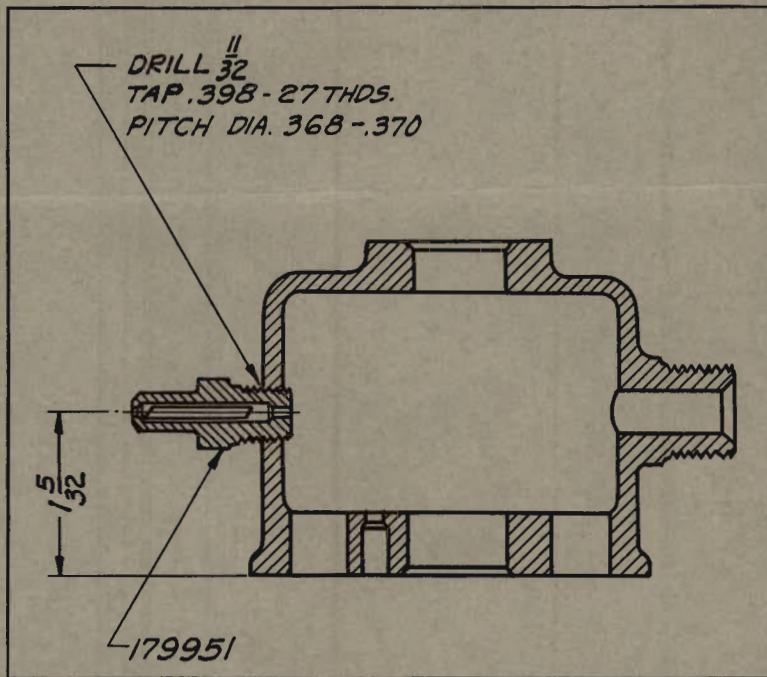
DETROIT MICHIGAN

January 30, 1930.

To: Packard Distributors and Dealers.

SUBJECT: OIL PUMP AIR BLEED

TO BE NOTED AND INITIALED BY



Gentlemen:

In certain cases it may be found that the flow of oil through the passages of the motor sets up a light knock. The condition does no harm, but may be criticised by the operator of the car, and a correction has now been found.

The oil knock is usually most noticeable with the motor running at a speed equivalent to 15 to 20 miles an hour, but sometimes the speed range through which it may be heard is very short indeed. The noise can usually be heard from the front seat, but it is most noticeable underneath the motor from the vicinity of the oil pump.

The oil hammer is always more evident when the oil pressure is high, and in some cases the condition can be corrected simply by reducing the pressure to the normal

amount. It can be definitely identified by disconnecting the piston lubricator valve from the choke mechanism, running the motor at the speed at which the noise is most evident and opening the lubricator valve. The drop in oil pressure will always eliminate the sound.

We have found that the oil noise may be reduced to a satisfactory point by installing an air bleed on the inlet side of the oil pump as shown in the illustration. This bleed admits a very slight amount of air to the oil pump and when this air passes into the oil lines it provides a sufficient cushioning effect to produce a satisfactory cure.

You will require for each car:

1—179951 Motor oil pump air bleed.

Yours very truly,

PACKARD MOTOR CAR COMPANY.

T. A. STALKER,

Manager Technical Department.

TAS:N
(e)2800