

PACKARD MOTOR CAR COMPANY

DETROIT MICHIGAN

April 4, 1930.

To: Packard Distributors and Dealers

Subject: WATER PUMP INSTALLATION 626.

TO BE NOTED AND INITIALED BY

Gentlemen:

For a number of months we have been supplying you with 626 pumps which have been so designed that the fan belt tension will not distort the water pump shaft.

The connection between the fan pulley and the flange on the forward end of the pump shaft is through four collar studs which are mounted in the end of the pulley and project through the corresponding holes in the pump shaft flange. The holes in the flange are larger than the outer diameter of the collar studs so that even though the pulley may be depressed by the belt tension, the clearance between the studs and the holes will permit the shaft to turn freely and without distortion.

When this type of pump is installed it is essential that the fan be mounted in such a way that the freedom of the shaft shall not be destroyed. The shoulder of each collar stud must project beyond the vertical face of the flange so that the fan will seat only against the studs, and the center of the fan must clear the end of the pump shaft. If the fan makes contact at either of these points the universal action will probably be lost.

We are now shipping another type of water pump which employs the same free shaft principle, but in which this freedom is obtained by means of two lugs in the vertical face of the pulley which engage with two keyways in the end of the shaft. Each pump of this last design is accompanied by a coiled spring which should be installed as shown in the illustration, the purpose of the spring being to maintain a contact between one side of the lugs and the corresponding side of the keyways in the shaft.

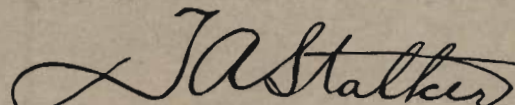
When the pump is installed it is necessary to remove the spring and re-assemble on the front face of the fan. The eye which in a free position approximates the location "A" can be brought around and anchored at the point "Z" as shown in the illustration. It is important that the relation shown on the drawing between the anchored eye and the opposite end of the spring be maintained.

The bearing surfaces of the driving lugs should be lubricated with heavy oil when the pump is installed. The movement between the lugs and the keyways is so slight that no further lubrication will be required.

Both types of service pumps described in this letter will operate satisfactorily if the installations are properly made and if the fan belt adjustment outlined in Technical Letter No. 1894 is followed.

Yours very truly,

PACKARD MOTOR CAR COMPANY.



T. A. Stalker,

Manager Technical Department.

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