

REFER TO THIS LETTER BY NUMBER

# PACKARD MOTOR CAR COMPANY

## DETROIT MICHIGAN

August 7, 1926

To, PACKARD DISTRIBUTERS AND DEALERS  
(Attention of the Service Manager)

Subject NEW SPECIAL TOOLS

TO BE NOTED AND INITIALED BY	

Gentlemen:

Recently we mailed a complete new tool equipment section to you for your service manual.

Since the printing of these sheets, several new important items have been added and were displayed at the recent technical convention. Because of the unusual demand for these new items, we are listing the S.T. numbers and their prices so that you may order them immediately and need not wait until you receive additional sheets for the manual.

S.T. 612 Mechanic's Kit . . . . . \$2.85

This kit consists of five special Bonney Chrome Vanadium end wrenches that fit over 90% of all nuts and bolts on a Packard car - each of your mechanics will want his own set.

S.T. 614 3/4" Bushing Reamer . . . . . \$ 6.20  
S.T. 615 3/4" Piston Reamer . . . . . 11.80  
S.T. 616 7/8" Bushing Reamer . . . . . 7.00  
S.T. 617 7/8" Piston Reamer . . . . . 13.20

We have searched the entire field and have worked with many well known manufacturers of reamers. The reamers listed are the only combination of which we know that will do a real Packard job over a long period - a large part of their success is due to the fact that we use one reamer for the bushing and one for the piston.

S.T. 618 1-3/4" Bearing Reamer . . . . . \$17.00  
S.T. 619 2-3/16" Bearing Reamer . . . . . 18.00  
S.T. 620 Blade (for all size reamers). . . . . 1.75  
S.T. 621 1-3/4" Sleeve (.0025 undersize) . . . . . 5.00  
S.T. 622 1-3/4" Sleeve (.005 undersize). . . . . 5.00  
S.T. 623 2-1/8" Sleeve (Standard) . . . . . 5.00  
S.T. 624 2-1/8" Sleeve (.0025 undersize) . . . . . 5.00  
S.T. 625 2-1/8" Sleeve (.005 undersize) . . . . . 5.00  
S.T. 626 2-3/16" Sleeve (.0025 undersize) . . . . . 5.00  
S.T. 627 2-3/16" Sleeve (.005 undersize) . . . . . 5.00

There has always been a demand for a connecting rod bearing reamer that would clean up the rod bearings when they are being taken or snugged up. In using this reamer - mike each crank pin then set the reamer;

SCRAPE ALL BLACK DEPOSIT OUT OF BEARING TO PREVENT DULLING OF REAMER BLADE; file off cap or rod - re-assemble; mount on reamer and tighten cap bolts just enough for reamer to cut a thin shaving; turn rod one-half revolution only; clean shavings from blade; tighten cap nuts slightly and proceed as before.

The large reamer is shipped with the new 2-3/16" sleeve - all of the 2-1/8" sleeves will fit this reamer. You will probably want the standard size and .0025 undersize sleeves of all sizes.

S.T. 628	Hutto Grinder (complete 3 1/2" including six stones)	. . . . \$55.00
S.T. 629	Hutto Grinder Stones 3-3/8"	. . . . 10.00
S.T. 630	Hutto Grinder Stones 3-1/2"	. . . . 10.00

Colonel Vincent and Mr. Roberts both mentioned at the recent technical meeting that all production cylinders were being finished with a Hutto Grinder (commonly called Hone). With the new six stone Hutto Grinder a good mechanic can do a real job of either cleaning up a slightly scored cylinder, a tapered or out of round condition - in other words, save a block that otherwise would have to be replaced at low mileage.

The Factory is preparing to supply .003, .005, .010 and .015 oversize pistons so that there will be no need to exchange blocks for piston slaps, slight scores, etc., and in fact, they will not be accepted for full credit on their return under these conditions.

It is advisable to use a 5/8" Black & Decker Electric Drill, S.T. 410 for driving the Hutto Grinder in place of the 1/2" drill sometimes advocated.

Yours very truly,

PACKARD MOTOR CAR COMPANY

*H. N. Davock*

H. N. Davock  
Service Manager

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