

PACKARD MOTOR CAR COMPANY

DETROIT, MICHIGAN

October 2, 1935

To PACKARD DISTRIBUTERS AND DEALERS

Subject RECOMMENDED CHART ON CYLINDER REGRINDING

TO BE NOTED AND INITIALED BY	

Gentlemen:

This letter cancels and supersedes Technical Letter No. 1952 and all previous letters on this subject.

We have revised our factory net and suggested dealer and list prices on reground cylinders handled on exchange basis, to become effective October 1, 1935. All billings and credits on and after this date will be made in accordance with these revised prices.

To simplify for our distributors and dealers the handling of cylinder and piston assemblies on a regrind exchange basis we will hereafter discontinue identifying these by the various oversize specifications. They will be identified as Cylinder and Piston Assembly - Oversize.

All oversize cylinders will be furnished under the piece numbers of the former .015 oversize for each model. Under this system we will furnish .005, .010, .015, .020, .025, .030, .035 and .045 oversize blocks under one piece number (former .015 oversize number) for each model, and reserve the right to ship whichever size we have in stock. This is to be entirely optional with us, governed entirely by the size at which we are able to clean up the blocks returned from the field. Distributors and dealers will merely order under the one oversize piece number for the desired model, specifying only Oversize, as we will not recognize definite size specifications.

We will furnish for the life of our cars, a reground cylinder on an exchange basis provided, of course, the old blocks returned have been replaced due to natural wear only and are not scored, cracked or broken, have not been welded or previously reground by an independent shop. This will make a .045 oversize block just as desirable as a .010 or any other of our standard oversizes. This means you will only need to determine whether or not there are any defects, as previous factory regrinding will not enter into your problem, as we will credit a returned .045 oversize block on the same basis as an old standard or any other old oversize block.

All bores in each reground block will be of the same oversize and to assist you in determining the exact oversize of the bores, in the event a piston replacement only is necessary, they will hereafter be stamped on the cylinder head gasket surface with a symbol to designate the bore size.

These symbols are as follows:

Standard	Q	.020 Oversize	U
.005 Oversize	R	.025 "	V
.010 "	S	.030 "	W
.015 "	T	.035 "	X
		.045 "	Y

As blocks are reground to larger dimensions, necessitating a change in the bore size identifying symbol, the new symbol will be stamped directly after the previous symbol, the last letter designating the latest oversize, i.e. - QT meaning .015 oversize or QTV meaning .025 oversize, etc.

Cylinder and Piston Assemblies, whether new or reground, will include pistons, rings, and pins fitted. Reground blocks will be water tested, cleaned, new valve guides, seats narrowed, reseated and enameled. Pistons in standard blocks will be assembled with standard pins and pistons in oversize blocks will be assembled with .003 oversize pins. Pins .006 oversize will not be used in any oversize pistons shipped from the factory, but the detail .006 pin may be ordered if necessary.

No regrind exchange credit will be allowed on an old cylinder block if a new standard cylinder block is ordered for replacement. D-14 claim tags, covering the return of cylinders, are to show the parts order number on which replacement was ordered.

Customers should be sold on the basis of reground cylinders with no mention of size, as they are protected for all future replacements as outlined in the foregoing.

The chart attached (Page 3) shows the net and suggested list prices and exchange credits, and (Page 4) shows the piece numbers, for handling oversize Cylinder and Piston Assemblies. We suggest distributors and dealers adhere to these prices and credits when handling these.

Yours very truly,

PACKARD MOTOR CAR COMPANY

H.C. Taylor

H. C. Taylor
Service Department

HCT:F
3(b-x)2000
Dealers' T.L.166

RECOMMENDED CHART ON CYLINDER REGRINDING
FOR DEALERS

DISTRIBUTERS TO DEALER

DEALER TO CUSTOMER

Suggested Credit and Net Cost to Dealer
Models.....126-133-226-233-326-333
 426-433-526-533

Suggested Credit and Net Cost to Customer
Models.....126-133-226-233-326-333
 426-433-526-533

Net Price Before Exchange \$64.24
Dealers Credit 20.00
Net Price After Exchange 44.24

List Price Before Exchange \$96.36
Exchange Credit 30.00
List Price After Exchange 66.36

Models....626-633-726-733-826-833-900
 901-902-1001-1002-1100-1-2

Models....626-633-726-733-826-833
 900-901-902-1001-1002-1100-1-2

Net Price Before Exchange 70.30
Dealers Credit 20.00
Net Price After Exchange 50.30

List Price Before Exchange 105.45
Exchange Credit 30.00
List Price After Exchange 75.45

Models....136-143-236-243-336-343-443
 640-645-740-745-840-845-903
 904-1003-1004-1103-4-5

Models....136-143-236-243-336-343
 443-640-645-740-745-840
 845-903-904-1003-1004-1103-4-5

Net Price Before Exchange 76.37
Dealers Credit 20.00
Net Price After Exchange 56.37

List Price Before Exchange 114.55
Exchange Credit 30.00
List Price After Exchange 84.55

We recommend that Dealers bill and credit their Associate Dealers at prices ten per cent (10%) above current net prices and credits to Dealers.

Piece numbers of .015 oversize Cylinder and Piston Assemblies on which prices are to be changed to conform with these latest prices. Specifications to be changed from .015 to Oversize.

Models.....126-133-236-233-326-333-426-433-526-533

97364	132307	148769
97368	143304	

Models.....626-633-726-733-826-833-900-901-902-1001-1002-1100-1101-1102

164802	184413	202372	216183
170807	194355	210704	

Models.....136-143-236-243-336-343-443-640-645-740-745-840-845-903-904
1003-1004-1103-1104-1105

97372	143299	164806	184417
97415	148772	171901	194356
			216185