

Packard-Chicago

Date 10-11-34

Service Bulletin

To: ALL BRANCHES, DEALERS AND AUTHORIZED SERVICE STATIONS:

Subject: EXCHANGE CYLINDER BLOCKS - ALL MODELS

Our factory exchange cylinder block units represent real value and a distinct service to Packard owners. They are priced so that Service Stations in the field can render an economical replacement which will insure the continuance of Packard's high standard of quality, percision and performance.

The cost to the customer for an exchange cylinder block assembly would be considerably higher if it were not for the fact that our factory absorbs practically all of the labor and machine expense in connection with reconditioning the blocks. The labor and machining expense consists of the following operations:

1. Inspection to determine defects which would prohibit re-grinding.
2. The cleaning of corrosion around cylinders, bores and water passages.
3. Sand blasting of ontire block.
4. Grinding of all cylinders.
5. Honing of all cylinders.
6. Incorporating improvements, where possible and practical, in line with later developments.
7. Water testing block.
8. Renewal of block studs, valve guides and water jacket cover.
9. Reseating and truing of all valve seats.
10. Fitting of pistons, rings, pins.
11. Repainting block.

The exchange block price on a Standard Eight is \$69.09 and on a Super Eight \$78.19. This price compares favorably with the cost of the material used in building up exchange assemblies which amounts to \$73.23 as listed:

8 Pistons	8 Oil Rings	1 Water Jacket Side Plate
8 Piston Pins	24 Compression Rings	1 Jacket Side Plate Gasket
16 Piston Pin Locks	16 Valve Guides	36 Jacket Side Plate Screws
27 Cylinder Head Studs		13 Exhaust Manifold Studs

SHOW YOUR CUSTOMERS THE PLUS VALUE BUILT INTO ALL EXCHANGE BLOCK UNITS WITH NO ADDITIONAL CHARGE.

H. T. Jorgensen,
Service Manager.

HT.J.MK.

Make every owner a salesman.