



SERVICE NEWS

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AIRCOOLED MOTORS INC.
SYRACUSE 8, NEW YORK

NO. 6

SUBJECT: FACTORY MAJOR OVERHAUL AND FRANKLIN ENGINE OVERHAUL-
EXCHANGE PROGRAM.

Our Service Overhaul and Repair Department is equipped to handle the complete factory major overhaul of all Franklin engines. In view of the requests received with regard to factory major overhaul of engines, the following information is presented to assist you in advising your customers of the overhaul program and of the Franklin engine overhaul-exchange program.

FACTORY MAJOR OVERHAUL

The factory major overhaul of a Franklin engine includes the complete dismantling of the engine and the cleaning of all parts. Major ferrous metal parts are magnafluxed and non-ferrous parts are Zyglo'd. All parts are visually inspected, with dimensional inspection being completed on parts subject to wear.

All accessories, including the starter, generator, magnetos, fuel pump (if so equipped) and carburetor are disassembled, inspected and reconditioned as required, in accordance with the overhaul instructions of the accessory manufacturers. All electrical equipment is bench-tested prior to re-installation on the engine.

Sub-assemblies of the engine, such as the cylinders, are reconditioned as required and the engine is then reassembled after reconditioning and replacing parts as necessary for complete factory major overhaul. All modernizations and applicable Franklin Service Bulletins are complied with at the time of assembly.

After reassembly, engines are placed on regular production test stands and tested in accordance with our production run-in test schedules. Following completion of the run-in the engine is checked for magneto drop, fuel flow, power and acceleration by our Inspection Department. Upon acceptance, the engine is removed from the test stand, painted and crated for return shipment to the customer.

Upon return of the engine to the customer it is only necessary to add the engine oil and carefully check the installation on ground run-up. No prolonged run-in on the ground is necessary.

Normally, we are able to handle the complete factory major overhaul of an engine within eight to ten working days after receipt of the engine in our Service Overhaul and Repair Department.

All overhaul work is handled on a straight parts and labor basis in view of the variations in engine condition. If the customer so desires, an estimate of the cost of overhaul will be furnished following complete dismantling and inspection of the engine. If the engine is not reconditioned and reassembled, the customer's cost would be labor charges covering disassembly, cleaning and inspection for estimating purposes.

Engines returned for factory major overhaul should include all accessories, since these items are overhauled and tested with the engine. Manifold pipes should also be with the engine, since they are required for the testing procedure. Air housings, exhaust pipes, mufflers, primer lines, oil pressure lines and fuel lines are not required during the factory major overhaul and should not be returned with the engine.

If possible, advance notice of return of an engine to the factory should be given so that we may schedule the overhaul work without delay. Engines arriving without previous notification may be delayed due to previous commitments and prior scheduling.

FRANKLIN ENGINE OVERHAUL-EXCHANGE PROGRAM

A convenient exchange plan has been established to facilitate rapid return of the aircraft to service where time is an important element. If a customer desires exchange, we will ship a reconditioned guaranteed engine at the exchange price. Upon receipt of the engine at the customer's facilities the reconditioned engine is to be installed in the ship and the used engine is to be returned within four working days, in the shipping crate in which the reconditioned engine was received. Upon receipt of the used engine at our factory we will complete, as rapidly as possible, the complete reconditioning and factory major overhaul. Upon completion of the reconditioning work we will rebate the difference between what was paid for the reconditioned guaranteed engine and the cost of reconditioning the used engine, which had been returned as our property on exchange.

Where exchange is desired, we should have advance notice as we do not always have exchange engines available. Many customers have desired to forward payment for the reconditioned guaranteed engine in advance to eliminate the C.O.D. charges normally involved.

The following engine models are normally available for exchange purposes and shipment will be made at the prices as indicated.

Model 6A4-150 Reconditioned Guaranteed Engine - \$1150.00 F.O.B.,
Syracuse
Model 6A4-165 Reconditioned Guaranteed Engine - \$1180.00 F.O.B.,
Syracuse
Model 6V4-178 Reconditioned Guaranteed Engine - \$1425.00 F.O.B.,
Syracuse
Model 6V4-200 Reconditioned Guaranteed Engine - \$1575.00 F.O.B.,
Syracuse

All other models are handled only on the straight factory major overhaul basis.

Only operable engines which require average major overhaul are eligible to be handled on the exchange program. Engines which are damaged internally, or which have been involved in accidents, are not eligible for exchange and are to be handled on the overhaul program.

It is of utmost importance that customers return used engines as rapidly as possible after receipt of the reconditioned guaranteed engines from the factory so that we may proceed with the reconditioning of the used engine and the preparation of the engine for future exchange purposes. Extended delays in receipt of the used engine severely affect the exchange program and in turn prevent preparation of the used engines for other customers.

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