

RECOMMENDED PACKING PROCEDURE FOR YOUR GRAVELY L-SERIES CYLINDER

After many years of shipping and receiving Gravely cylinders, we offer the following to assist you in the method that we have found assures the least possibility of damage when you send yours in for repair. **Please read the following carefully to assure that your cylinder is**

packed correctly before sending it in to us.

MATERIALS NEEDED:

- 1. One (1) USPS Medium Flat Rate Box
- 2. One (1) USPS Large Flat Rate Box
- 3. Heavy Packing Paper (or newspaper if you wad a lot of it up)
- 4. High-quality Packing Tape



INSTALLATION INSTRUCTIONS:

- 1. Assemble the Medium USPS Flat Rate Box. Make sure to tape it well across the bottom, and then along the edges where the sides meet the bottom.
- 2. Make a nest of heavy packing paper to cradle the cylinder in, as shown in *Figure 1*.



<u>NOTE</u>: Please do not use bubble wrap or packing peanuts, as the peanuts will work their way to the top, leaving the bottom of the cylinder (back as it is laying down) unprotected from the G-forces the box incurs while traveling, and bubble wrap usually pops for the same reason.

- 3. With the manifolds removed, lay the cylinder on it's back in the nest of heavy paper in the Medium Flat Rate Box, as shown in *Figure 2*. If you are unable to remove the manifolds, it "may" fit in the medium box, but it may not. If it will not, follow these instructions, but use the Large Flat Rate Box instead.
- 4. Make sure that the skirt of the cylinder is well supported by placing extra heavy paper under it, so that the cylinder lays parallel with the bottom of the box, well cushioned on the bottom.



FIGURE 2

5. Lay a large piece of heavy packing paper across the top of the cylinder, and tuck it into the gap between the deck and the side of the box, as shown in *Figure 3*. Make sure that it is tightly packed.





TUCK PAPER IN TIGHTLY



FIGURE 3



FIGURE 4

6. Carefully pack heavy paper around the cylinder skirt, starting with the bottom, paying particular attention to the gap between the bottom of the skirt and the side of the box, as shown in Figure 4.

<u>NOTE</u>: Failure to protect the skirt could result in damage, which requires sleeving the cylinder to repair.

Tightly pack heavy paper around the cylinder, paying 7. particular attention to the sides where the valve springs are, as shown in *Figure 5*.

remaining fins on the cylinder, as shown in Figure 7.



FIGURE 5



FIGURE 6

9.

Continue packing paper tightly around the side of the cylinder facing upwards until the gaps between the packing and where the box flaps will rest are filled, as shown in Figure 6.



FIGURE 7

10. Once it is tightly packed on all sides, make note of which end the skirt faces, mark that side, tape the top shut, then tape it thoroughly all the way around, as shown in *Figure 8*.





FIGURE 8 Page -2-

10. Assemble a Large USPS Flat Rate Box and tape the bottom across the seam and the flap edges. Tape the vertical corner where the box is glued together, and all around the top of each side where the box is scored to create the upper flaps, as shown in *Figures 9, 10, and 11*. Clearly mark all sides and top *FRAGILE*!



FIGURE 9



FIGURE 10



FIGURE 11

- 12. Place the Medium Flat Rate Box inside the assembled Large Flat Rate Box, taking care to put the largest gap between the cylinder skirt (inside the Medium Box) and the outside wall of the Large Box, as shown in *Figure 12*.
- 13. Place a piece of heavy packing paper into the large gap between the outside of the Medium Box and the outside of the Large Box, and push it down to the bottom of it, so as to create a cushion for the head, which will be placed there next.



FIGURE 12



and insert the head, *FIN SIDE FACING* <u>*INWARD*</u>, into the paper, and wedge it down into the space between the two boxes, as shown in *Figure 13.* The idea is to create a tight area that "grips" the head, cushions it from vertical Gforces, and prevents it from moving laterally, both of which can damage it. This also helps further protect the skirt, which is inside the Medium Box, which is also prone to being damaged during shipping. Pack top of head tightly with more heavy packing paper.

14. Take another, larger piece of heavy packing paper

FIGURE 13

15. Fill the remaining gaps between the inner and out boxes with heavy packing paper. Be sure to pack tightly, so as to prevent shifting during transport. See Figure 14.

NOTE: Be SURE and place your contact information INSIDE the box at this point! It's the only way to assure that we know who it belongs to when it gets here!





to the first flap. See Figure 15.

Box and secure with plenty of tape. We recommend pulling the first flap in as tightly as possible, taping it to the inner box, then repeating the procedure with the second flap, and taping it



FIGURE 15

17. Fold the first outer flap over as tightly as possible, and tape to the inner flaps, as shown in *Figure 16*. Repeat the procedure for the second outer flap, but tape it to the outside of the first outer flap, once you have pulled it as tightly as you can. Refer to Figure 17 for how it should look when you're finished. Now You're Done! Wasn't that easy?





FIGURE 17

FIGURE 16

Send your cylinder, insured for \$400, to: JAKE'S GENERAL REPAIR **2 KENDALL ROAD BOYLSTON, MASS. 01505** (508) 471-0312

If you prepaid, your cylinder will be sent back as soon as it is Notes: completed. If you didn't, we will contact you when it is done to arrange for payment.

We will measure your cylinder and advise you if it needs to be sleeved, for which there will be an additional charge.

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