

SERVICE BULLETIN

CAB SERVICE & PARTS CORPORATION

#42

SUBSIDIARY OF
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CORPORATION

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Subject: ENGINE - MODEL A-9

Description: OIL LEAKS

In order to prevent possible oil leaks, the following procedure is suggested when assembling oil seals in filler block and oil guard.

1. First, remove the filler block and oil guard, the latter being the semi-circular die casting which fits in the cylinder block just to the rear of the rear bearing bore. Clean out the grooves thoroughly and clean the outer surface of this oil guard so as to remove all dried cement and grease.

Jute packing for crankshaft seal, as it is received, is approximately one-third larger in diameter than the width of the groove. To fit the grooves in the filler block, this must be crushed in a vise or flattened with a hammer on a flat surface, so the jute packing is narrow enough to fit into the grooves. Next, press it into the grooves of both the filler block and the oil guard. Then, using a piston pin, a smooth hammer handle or some other instrument with a rounded surface, iron this packing into the groove so that it is seated firmly and expanded so that it seizes the sides.

In its present condition, the packing will protrude from the grooves at either end in varying amounts. With a sharp knife, or razor blade, cut this off, so as to allow it to protrude 1/32", making the cut parallel to the surface of the casting. Then slip it into place, either around the crankshaft, if the engine is still assembled, or directly into the groove, if the crankshaft is out.

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2. To replace neoprene seal, thoroughly clean all cement, dirt and oil from the contacting surface of the filler block. To hold seal in place for assembly, use only a small spot of non-hardening cement in the center of the contacting surface, before inserting seal in groove. No other cement is required.
3. Neoprene seal on front filler block is installed in the same manner.

When replacing gear cover, cement gasket to gear cover with a quick-drying gasket cement and reassemble to engine block.