

SERVICE BULLETIN

#12

CAB SERVICE & PARTS CORPORATION

SUBSIDIARY OF
**CHECKER MOTORS
CORPORATION**

NEW YORK * BROOKLINE
CHICAGO * DETROIT

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Subject: STEERING - MODEL A-9

Description: WHEEL BEARING ADJUSTMENT & LUBRICATION

Tighten spindle adjusting nut with a 12" wrench. At the same time, turn wheel in both directions, until there is a slight bind, to be sure all bearing surfaces are in contact. Then back off adjusting nut 1/6 to 1/4 turn, or to the nearest cotter pin hole, or sufficiently to allow the wheel to rotate freely within limits of .001" to .010" end play. Lock nut at this position.

Wheel bearing grease should not be heavier than 265 ASTM penetration (#2 grade), and consist only of soaps and oils, and free of fillers or abrasives of any kind.

Additional grease specifications are as follows:

1. Non-corrosive and no oil separation.
2. Smooth-textured type with moisture content not over 0.5%.
3. Viscosity of 75 to 100 seconds at 210° F and near 0° F cold test.
4. ASTM penetration at 77° F (ASTM Method D-217-52T) and not heavier than 265 when applied to bearings.
5. Not to work softer than a 310 penetration with 60 strokes in the grease worker or in service.
6. Not to work softer than a 340 penetration with 5,000 strokes in the grease worker.
7. At 5,000 strokes the worked grease should not thicken to an ASTM penetration heavier than 250 when heated to 220° F for a period of 16 hours, with no excessive oil separation after this test.

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WHEEL BEARING ADJUSTMENT & LUBRICATION (continued). . . . Page 2

Wheel bearing lubrication, through periodic packing (every 10,000 miles), requires the removal of bearing from wheel to permit thorough cleaning of old grease. Greases having a different base material will result in thinning and leaking out which then causes shortened bearing life.

After inspection, bearings should be filled with recommended grease, either by hand or grease packer, with caution on excessive grease applied in hub cavity. Churning of excessive grease results in bearing overheat, grease expansion and leaking out, and eventually damaging spindle shaft.

Wheel bearing grease should not be heavier than 388 ASTM penetration (NS grade), and consist only of soaps and oils, and free of fillers or additives of any kind.

Additional grease specifications are as follows:

1. Non-corrosive and no oil separation.
2. Smooth-textured type with moisture content not over 0.2%.
3. Viscosity of 75 to 100 seconds at 210° F and near 90° F cold test.
4. ASTM penetration at 77° F (ASTM Method D-217-52T) and not heavier than 388 when applied to bearings.
5. Not to work softer than a 310 penetration with 60 strokes in the grease worker or in service.
6. Not to work softer than a 340 penetration with 6,000 strokes in the grease worker.
7. At 6,000 strokes the worked grease should not be heavier than 388 ASTM penetration heavier than 388 when tested to 250° F for a period of 16 hours, with no excessive oil separation after this test.

By: NEW YORK SERVICE DEPARTMENT

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