

# SERVICE BULLETIN

# 1

## CAB SERVICE & PARTS CORPORATION

Subsidiary of CHECKER MOTORS CORPORATION

NEW YORK • BROOKLINE  
CHICAGO • DETROIT

March 1, 1962

**SUBJECT: FRONT END ASSEMBLY**  
**DESCRIPTION: FRONT COIL SPRING SAG**

An inherent characteristic of all coil springs after varied periods of time is to lose a percentage of resiliency.

A sagging spring or springs will upset steering geometry, and wheel alignment. Wheel camber is particularly affected, and results in accelerated tire wear. Riding comfort is also affected through a loss of spring travel, and space between coils.

The following are suggested methods of corrections, depending on the severity of a front end sag:

### 1 - LIGHT TO MEDIUM SAG

Coil Rite Shim (Sold by Wright-Hall Products, Inc.  
2190 Colorado Avenue  
Santa Monica, California)

- (1) Jack up or hoist front end of car so wheels are clear and load is removed from coil springs.
- (2) Snap Coil-Rites, into position between coils with pliers.
- (3) Insert enough Coil-Rites, either outside or inside of coil spring, depending on obstruction to level of the car, and raise it to its original height

To do this, it may require from 3 to 5 Coil-Rites for each coil spring.

If the above installation is made correctly, the coils will return to original dimensions, and allow shock absorbers to operate within the maximum limit of travel and regain their full function.

2 - MEDIUM TO HEAVY SAG

Front Spring Shim (Ford Part #AD-5355-A)

This cast steel shim, approximately 1/4" thick, must be installed on top of the coil spring. One or more of these can be used on each coil spring depending on the quantity required to restore the spring to its original height.

3 - HEAVY TO SEVERE SAG

Front Spring Plate (Ford Part #C1SS-5355-A)

This shim is a 3/8 steel plate which has been dipped in a rubber substance to eliminate any spring squeak. In any extreme sags, this 3/8 rubber coated plate can be used in conjunction with the 1/4 plate mentioned previously. In either case, these shims must be mounted on the top of the coil spring.

The above suggested methods will improve any possible spring sags, which may occur as a result of variable conditions.

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LH:var

If the above installation is made correctly, the coils will return to original dimensions, and allow shock absorbers to operate within the maximum limits of travel and regain their full function.

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March 1, 1962

Subject: BODY - MODEL A-9

Description: CLEANING DRAIN HOLES IN DOOR ASSEMBLY

To eliminate the possibility of water accumulation in door assemblies, it is suggested that the 4 drain holes on each door are cleared and cleaned out at least once each month.

These holes are located at the bottom of the doors where the outer panel is joined to the door frame, and are in the shape of a half-moon.

Inserting a screwdriver into holes will clear all road dirt which often restricts draining off water after cars are washed or operating in rainy weather.

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CHICAGO • DETROIT March 1, 1962

Subject: BODY

Description: LUBRICATION OF BODY PARTS

As a rule, motor oil has been applied as a lubricant to such parts of the body as door locks, dove-tails, hinges, hinge pins, rear deck lock handles, etc.

This bulletin is issued primarily to caution AGAINST the use of ADDITIVE OILS for lubricating any of the items mentioned above.

Additives are basically used in oil for CLEANSING of engine components.

However, this same additive oil - if allowed to spill over painted surfaces, particularly while lubricating door handles, will eventually cause a discoloration in the paint finish.

It is, therefore, recommended that a straight mineral oil, or equivalent, is used for lubrication of all body and hardware units.

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April 9, 1962

#4

SUBJECT: BODY A11-A12

DESCRIPTION: SPECIAL TOOL

For removal of door remote control or window regulator retainer clip, a special tool is required.

This tool is now available by the Snap-On Company, under their Part #A160A - Clip Retainer Tool.

NEW YORK SERVICE DEPARTMENT