

SERVICE BULLETIN

1

CAB SERVICE & PARTS CORPORATION

Subsidiary of CHECKER MOTORS CORPORATION

NEW YORK • BROOKLINE

CHICAGO • DETROIT

March 1, 1962

Subject: REAR AXLE ASSEMBLY

Description: POWR-LOK AXLE

The Powr-Lok axle is a power divider, and does not operate as a full locking unit.

When a free-running wheel is placed on a jack and no resistance is applied to this wheel either by attempting to stop the wheel by hand or otherwise, there is nothing to transfer, but if this wheel were in sand, dirt, mud, gravel or snow, there would be resistance, and power transfer would be automatic from the other wheel. It is very important to note and inform all maintenance personnel that when a Powr-Lok axle wheel mounted on a jack or stand is held by hand for any reason, the car will drive off the jack. It is definitely NOT recommended to forcefully hold the wheel.

A simple method for testing the Powr-Lok assembly is to place one wheel on dry pavement and the other wheel on loose sand or gravel. Apply full power by acceleration. The wheel on the sand or gravel may or may not spin. However, power is transferred to the other wheel to the extent of causing a tire squeal on the pavement, which, of course, will indicate that the unit is functioning properly.

CAUTION MUST BE EXERCISED WHENEVER TESTING THE POWR-LOK ASSEMBLY.

IMPORTANT

SERVICE DEPARTMENT

SERVICE BULLETIN

2

CAB SERVICE & PARTS CORPORATION

Subsidiary of CHECKER MOTORS CORPORATION

NEW YORK • BROOKLINE
CHICAGO • DETROIT

March 1, 1962

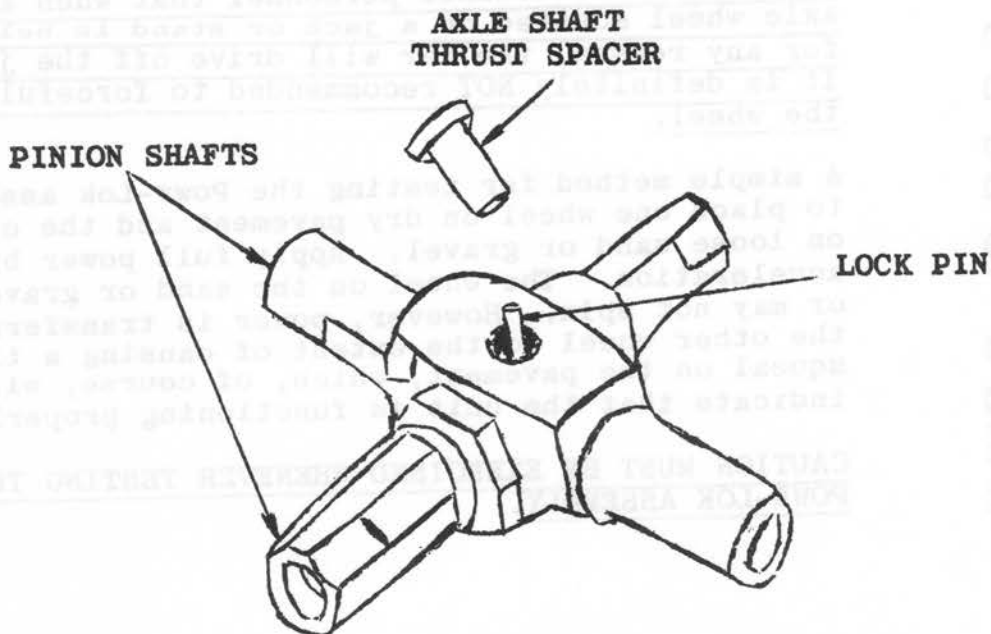
Subject: REAR AXLE ASSEMBLY

Description: POWR-LOK AXLE SHAFT THRUST SPACER

Caution should be exercised when removing axle shafts from Powr-Lok assemblies to avoid dislodging the axle shaft thrust spacers from the pinion shaft.

In the event this occurs, and the spacers fall into the housing, the differential assembly must be removed from housing and completely reassembled.

IMPORTANT



SERVICE BULLETIN # 3

CAB SERVICE & PARTS CORPORATION

Subsidiary of CHECKER MOTORS CORPORATION

NEW YORK • BROOKLINE
CHICAGO • DETROIT

March 1, 1962

Subject: REAR AXLE ASSEMBLY

Description: LUBRICATION OF POWR-LOK AXLE

One of the most important requirements of rear axle assemblies where the POWR-LOK unit is installed is the use of a lubricant with increased lubricity to minimize any chatter when cars complete a sharp turn.

The specifications under which these gear lubes are now produced will be revised in the near future, and this contemplated revision may also be the reason for delaying overall distribution of the POWR-LOK lubricant.

For the purpose of assisting our customers during this interim of specification revision, it is suggested that the local oil supplier be requested to furnish the correct lubricant for the POWR-LOK axle. In the event the local oil supplier cannot, or will not furnish a satisfactory lubricant, the matter should then be referred directly to the Service Department at Cab Service & Parts Corporation, New York.

Our Service Department will then contact the oil company which is supplying the local distributor and bring to their attention the necessity of POWR-LOK lubricant at the customer's location.

Requests to the oil companies are usually well received, and assurance of POWR-LOK lubricant supply to the local supplier would be forthcoming.

Under no circumstances, should the standard grade lubricant be used in rear axle assemblies equipped with POWR-LOK units.

As additional information is received relative to the POWR-LOK lubricant, same will be forwarded to you in a Supplement Bulletin issue.

SERVICE DEPARTMENT

IMPORTANT

SERVICE BULLETIN # 4

CAB SERVICE & PARTS CORPORATION

Subsidiary of CHECKER MOTORS CORPORATION

NEW YORK • BROOKLINE
CHICAGO • DETROIT

March 1, 1962

Subject: REAR AXLE ASSEMBLY (POWR-LOK UNIT)

Description: INSPECTION FOR CHATTER NOISE

The following procedure is suggested as a preliminary inspection of Powr-Lok units whenever a chattering condition occurs. This chattering noise is usually caused by friction materials, which may rub off of component parts in the unit.

1. Drain lubricant thoroughly from axle housing.

Note:

Rotate rear wheels (by hand only) to allow draining of lubricant from Powr-Lok unit.

Caution:

Do not flush or wash out Powr-Lok unit with solvents. It is recommended to use a #10 engine oil or similar viscosity oil for removing heavy lube deposit from component parts in the Powr-Lok case. Various solvents which are ordinarily used for cleaning may not be compatible with Powr-Lok lubricants.

2. Replace drain plug after rear axle housing has been thoroughly drained and flushed of old lubricant.
3. REFILL WITH RECOMMENDED POWR-LOK LUBRICANT ONLY.

Note:

In the event the above procedure is not effective after approximately 200 miles of operation, it is recommended that the Powr-Lok unit is disassembled, cleaned and worn parts replaced. See Bulletins 58-A-B-C-D for Servicing the Powr-Lok Differential.

SERVICE DEPARTMENT

SERVICE BULLETIN # 5

CAB SERVICE & PARTS CORPORATION

Subsidiary of CHECKER MOTORS CORPORATION

NEW YORK • BROOKLINE
CHICAGO • DETROIT

March 1, 1962

Subject: POWR-LOK DIFFERENTIAL
Description: INTERCHANGEABILITY WITH OTHER MODELS

Differential Kit

Side Gear and Pinion Mate Kit

**Nash - 1956
8 Cyl. Statesman**

Same

**Hudson - 1952-54
Hornet and Wasp**

Same

Packard - 1957-58

**Dodge - 1957-58-59
½ to 1 Ton Truck**

**Ford - 1951-56
6 and V8 Station Wagon
½ Ton Truck**

**International Truck - 1958-59
½ Ton Pick-Up**

Component Parts Required

Diff. Case Screw	8	Pinion Mate Cross Shaft	2
Clutch Friction Disc	4	Axle Shaft Spacer	2
Clutch Friction Plate	4	Axle Shaft Roll Pin	1
* Side Gear & Pinion		Ring Gear Screw	10
Mate Kit	1	Side Gear Ring	2

* Includes matched set of side gears

SERVICE DEPARTMENT

SERVICE BULLETIN # 6

CAB SERVICE & PARTS CORPORATION

Subsidiary of CHECKER MOTORS CORPORATION

NEW YORK • BROOKLINE
CHICAGO • DETROIT

March 1, 1962

Subject: PROPELLER SHAFT

Description: MIDSHIP BEARING VIBRATION

Vibration through the propeller shaft or interference of midship bearing with a slinger mounted on the propeller shaft may be corrected as follows.

A new shim Part #96084 has been released for additional support to the Center Bearing Insulator.

1. Push a sharp flat blade through insulator from rear side to cut central web in the slot immediately above the key.
2. Insert one Part #96084 shim lengthwise through this opening.
3. If one shim does not provide desired result, add two more in the same manner, one on each side of the web which is directly above the key.
4. Application of a rubber cement to the shim is suggested before inserting into the bearing web.

This vibration is usually the result of overloading or where bearing looseness develops due to unusual service.

SERVICE DEPARTMENT