

CHRYSLER CORPORATION

CHRYSLER DIVISION
12200 E. JEFFERSON AVE.
DETROIT 31, MICHIGAN

SERVICE BULLETIN



Jan. 6, 1955

No. 895-CH

TO ALL CHRYSLER DIRECT DEALERS:

The use of liquid solvent type fabric cleaner for cleaning soiled upholstery such as headlinings and inside visors is not recommended, except as specified below.

MoPar Fabric Cleaner and other solvent type cleaners, if used freely or excessively, particularly on early production cars, can soften asphalt materials in visor stiffener board and in roof insulation and paint on headlining retaining strips back of edges of headlining and cause asphalt or paint stains which may necessitate headlining or visor replacements.

Minor soiled spots can be removed with art gum (available in stationery or dime stores). MoPar Kar-Kleen, Part No. 1643100, has been found suitable and approved by the factory for removing grease and dirt marks and also can be used in conjunction with solvent fabric cleaner to remove asphalt stains from headlining or visor without removing from car, provided subsequent instruction are closely followed.

TO REMOVE ASPHALT (OR TAR) STAINS FROM HEADLINING

1. Apply MoPar Kar-Kleen, Part No. 1643100, lightly over and two to four inches around and away from the stained spot or area with a cellulose sponge or soft bristle, or vegetable brush.
2. While Kar-Kleen is still wet, use a cloth moistened with a solvent fabric cleaner, such as MoPar Fabric Cleaner, to remove the stain by rubbing gently until the stain disappears. Use solvent cleaner sparingly, avoiding excessive application to headlining. To avoid "ring-lining", make sure that the solvent fabric cleaner is applied well within the area where Kar-Kleen has been applied.
3. After removing the stain, wipe the entire surface with turkish towel cloth, finishing in the direction of the nap.

TO CLEAN AND REMOVE STAINS FROM NYLON OR RAYON FLOOR MATS (RUGS)

1. Clean and vacuum thoroughly to remove all loose dirt or foreign material.

(Over)

BODY

UPHOLSTERY

CLEANING

ALL

CHRYSLER

MODELS

5402

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2. Apply MoPar Kar-Kleen freely with soft bristle scrub brush, agitating vigorously to raise a thick heavy foam. Then reagitete entire surface of mat, using additional Kar-Kleen if necessary. If any stain spots remain, use a solvent fabric cleaner such as MoPar Fabric Cleaner to remove the stain by rubbing gently until the stain disappears. To avoid any "ring lines", make sure that solvent fabric cleaner is applied well within the area where Kar-Kleen has been applied, if not applied to the entire mat.
3. Wipe with turkish towel cloth and vacuum thoroughly while still moist to remove any loosened foreign matter and leave mat in uniformly clean and bright condition.

The customary method of preparing MoPar Kar Kleen, Part No. 1643100, in accordance with instructions on the present label is to mix contents with five quarts of hot water and allow to stand approximately 12 hours to cool and jell before using. Actually it is necessary to stand only until it becomes jelled to a syrupy consistency. (Future labels will be changed.)

In case of urgent need, another method is to empty contents of container into a pail and heat over low flame until it becomes liquid then add 5 quarts of ice water and let stand about 15 minutes to jell after which it is ready to use.

A handwritten signature in cursive script that reads "R. B. Teiper".

R. B. TEIPER
Director of Service
CHRYSLER DIVISION

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CHRYSLER CORPORATION

CHRYSLER DIVISION
12200 E. JEFFERSON AVE.
DETROIT 31, MICHIGAN

SERVICE BULLETIN



Feb. 7, 1955

No. 900-CH

TO ALL CHRYSLER DIRECT DEALERS:

In instances where you receive complaints of hard operation of manual seat controls, the following procedure should be followed to correct this condition.

1. Remove seat guide latch control handle.
2. Remove left seat side shield.
3. Remove seat guide latch control and lever assembly.
4. Replace seat guide latch springs, part No. 1455018, with new softer springs, part No. 1645615.
5. Reinstall seat guide latch control in such a manner as to place a slight preload on the lock connector wire. This adjustment made by moving latch control to rear of car. If sufficient adjustment is not available, enlarge slotted holes with a round or rattail file to give additional adjustment to rear of car.
6. With latch control installed, the latch cam should be contacting the cam on the seat guide lock connector with sufficient preload on the lock connector wire to remove all slack.
7. Lubricate seat guide and lock connectors for free operation.
8. Reinstall seat side shield and handle.

The new and softer spring, part No. 1645615, will be available from the Chrysler Division Service Department. If you will furnish the serial numbers of the cars in which it is deemed necessary to replace these springs, we will ship them to you.

Tests have shown that these adjustments will give a free and satisfactory operation of the manual seat lock control. It is not felt that all units will need this new and softer spring. On units on which this replacement is made, we will accept a PRM covering .5 of an hour labor.

R. B. Teiper

R. B. TEIPER
Director of Service
CHRYSLER DIVISION

BODY

HARD
OPERATION
OF MANUAL
SEAT
CONTROLS

ALL WITH
MANUAL SEAT
CONTROLS

6441

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CHRYSLER CORPORATION

CHRYSLER SALES DIVISION
12200 E. JEFFERSON AVE.
DETROIT 31, MICHIGAN

SERVICE BULLETIN

TO ALL CHRYSLER DIRECT DEALERS:

A special quarter window silencer package has been developed for use when you encounter a report of an excessive movement of the rear quarter windows on special club coupes and convertibles. This package is available from Chrysler Corporation Parts Division under part number 1650464, quarter window silencer.

INSTALLATION OF QUARTER WINDOW SILENCER PACKAGE

Preliminary

1. Lower quarter windows.
2. Remove rear seat cushion and rear seat back.
3. Remove lower quarter trim panels.
4. Remove upper quarter trim panels.
5. Remove quarter window glass and channel assembly.
NOTE: With glass in lowered position, loosen allen set screw at the top, forward part of the glass assembly. Remove pivot pin, partially raise glass and disengage lower glass channel from regulator assembly and remove glass.
6. Remove quarter panel outside finish moulding.
NOTE: Held in place by four screws, five on convertibles, along the inner flange and snapped over a screw head at the front end of the outer flange.

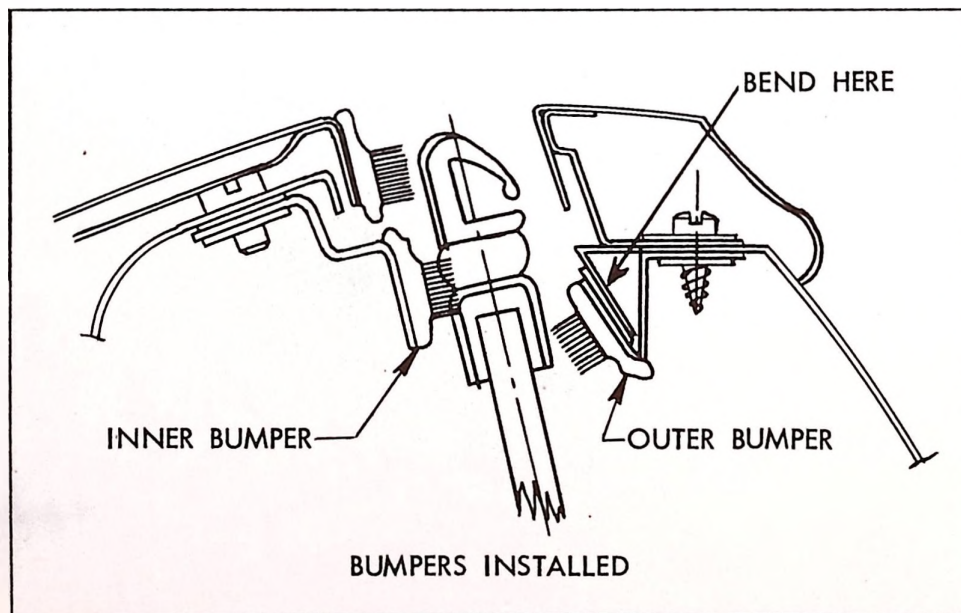


FIGURE 1



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BODY

LOOSE
QUARTER
WINDOWS

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C-67 C-68 C-69
SPEC. CLUB
COUPES
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INSTALLATION OF OUTER BUMPER ASSEMBLY

Drill two 5/16" holes in the top of the outer quarter panel. (Centers to be 1/2" out from outside trim molding attaching flange.) See Figure 2.

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BODY

LOOSE
QUARTER
WINDOWS

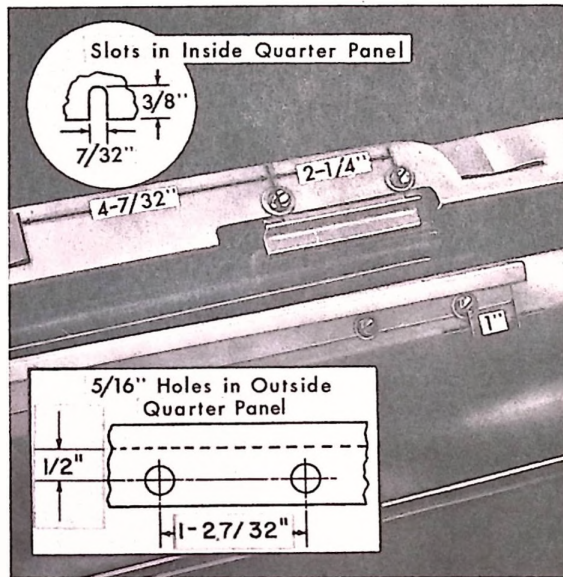


FIGURE 2

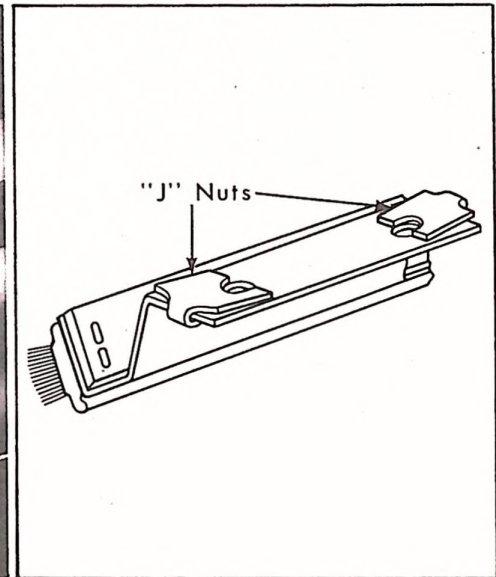


FIGURE 3

1. Bend the inner flange of the quarter panel to match the contour of the outer bumper. See Figure 1. (This is very important to prevent interference with glass channel and is necessary only along the area of the flange that the bumper contacts.)
2. Assemble "J" nuts to bumpers as shown in Figure 3.
3. Position the outer bumper under the flange of outer quarter panel as shown in Figure 2, and secure with screws and plain washers.
4. Check quarter glass and frame assembly to insure that nylon slide buttons are installed and have sufficient tension to prevent lower part of glass frame from rattling on lower glass slide.
5. Reinstall quarter window glass and frame assemblies.

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INSTALLATION OF INNER BUMPER ASSEMBLY

You will find that some units have a cut-out, with slots, on the inner quarter panel for the mounting of the inner bumper. Others have cut-outs without slots, while still others have no cut-outs.



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Units without cut-out.

Drill two $5/16$ " holes $1/2$ " from the edge of each quarter panel inner flange. See Figure 4.

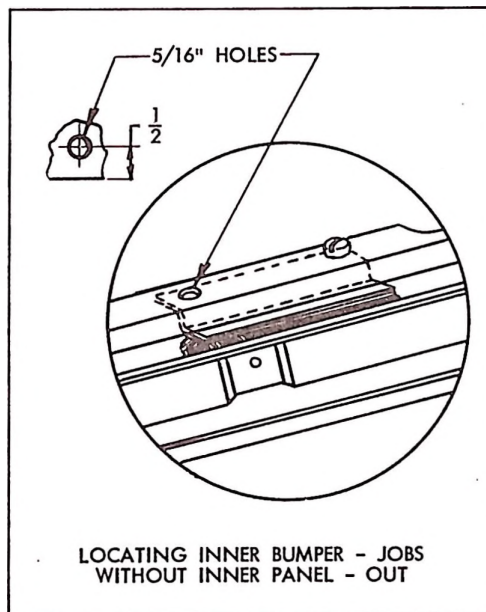


FIGURE 4

Units with cut-out but no slots.

Drill two $7/32$ " holes $3/8$ " from edge of cut-out, on $2-1/4$ " centers, then slot by removing excess metal between holes and edge of cut-out with a pair of diagonals. Refer to Figure 2.

Units with cut-out and slots.

No preparation necessary.

Mount inner bumpers to underside of inner quarter panel and secure with screws and plain washers. See Figure 1.

ADJUSTMENTS

After both inner and outer bumpers are installed, adjust them in towards the quarter windows (window down) until there is approximately $1/8$ " side movement of the glass. This clearance is necessary to allow the lower part of the window frame to pass through the bumpers as it is raised to its closed position. With proper installation, the movement will be cushioned against the "cat-whiskers" so that the window will not rattle in the down position.

After preliminary adjustment is made, slowly raise the glass and note its movement through the bumpers. Caution: As the quarter window approaches its fully raised position, observe closely how the lower frame passes through the two bumpers. If the frame starts to catch on the bumpers or does not enter the upper channel, it will be necessary to make one or more of the following adjustments:



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1. Move the bumpers in or out, as necessary, to allow the glass frame to pass through and still allow enough cushion to prevent rattles.
2. Align the quarter window in its opening by adjustment screws at the quarter window hinge. See Figure 5. The window assembly can be moved sidewise in the opening, and up or down through adjustment screws and movement in the over-sized holes in the quarter panel. For the best operation, adjust the window so that it rides the inner bumper as it is being raised.
3. The quarter window has a long sweep guide inside the quarter panel which guides the upper window in its up and down travel. Holes midway and in the upper end of the sweep guide brackets allow it to be moved in or out for proper alignment. Generally speaking, the elongated slot at the mid-point control alignment of the glass with the upper channel, while the elongated slot at the upper end of the sweep guide will control the alignment with the silencer bumper.

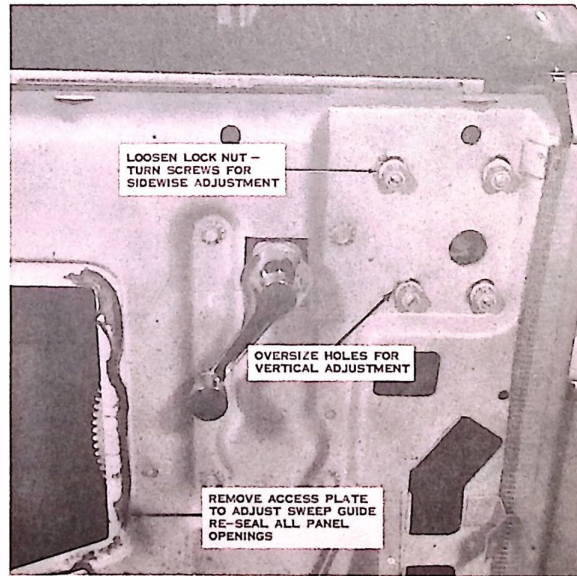


FIGURE 5

Seal around all openings on inner quarter panels to prevent water leaks.

After all adjustments have been made and operation has been checked thoroughly to assure proper operation of the windows, reinstall trim material removed for this installation.

Policy -- We will accept a PRM for 2.3 hours labor, plus material, indicating that a satisfactory installation of the quarter window silencer package has been completed.

R. B. TEIPER
Director of Service
CHRYSLER DIVISION