



To: REGIONS, ZONES, AND DEALERS

Dealer 47P-32  
December 1, 1947

Subject: REDUCING HUB SHELL COVER LOSS

To reduce the possibility of repeated loss of hub shell covers the retaining clips on the wheel should be checked before the installation of the new cover. Incorrectly shaped clips do not hold the cover tightly enough against the wheel to prevent loss.

When the clips are viewed from the side, the first bend or ramp in the clip must not be over 1/8 inch away from the wheel, as shown in the illustration. This gap can be checked with a 1/8-inch piece of stock or feeler gauge. In some cases the clips may be found bent out or away from the wheel to the extent that they do not contact the shell cover.

Clips can be returned to their proper shape by bending. Insert a round pin, 3/16 inch in diameter, between the clip and wheel at approximately 3/4 inch from the first bend and, using a hammer and punch, the gap can be reduced to 1/8 inch by driving the clip toward the wheel. See illustration. Care must be exercised not to straighten out the clips or the distance between the clip outer ends, when measured 180 degrees from each other, will be too great to enter into the hub shell cover opening. The clip end must always remain curved away from the wheel.

When the clips have been shaped properly, the gap at the ramp will be 1/8 inch and a slightly larger gap of approximately 3/16 inch will exist at the midway point where the round pin was inserted. If too large a gap is made at the midway point, the overall length of the clip will become shortened. This may result in extreme instances of the clip ramp not entering fully into the shell cover opening and causing the hub shell cover to slip away from the clips the first time the wheel strikes a bump or falls into a hole.

After determining that all clips are properly formed, the hub shell cover opening must be centered over and contacting all clips uniformly before pushing the hub cover in place. A cocked cover temporarily held in place by a clip or two will be lost when the wheel is jarred by the road surface.

Hub shell covers must also be checked for proper type before installation. An article on the different types used appeared in the Service Counselor, Vol. 21, No. 9, issued June 1, 1947.

Very truly yours,

A handwritten signature in blue ink that reads "N. A. Lull". The signature is written in a cursive style with a large, sweeping "L" and "u".

(over)

N. A. Lull  
Service Technical Manager

