



Dealer 47T-24  
October 16, 1947

To: REGIONS, ZONES AND DEALERS

Subject: CONVERTIBLE TOP CAMPAIGN, MODELS 2259-2279

All Convertibles in Zone and Dealer stock and also those delivered to Owners may be subject to a rubbing action between the outer edges of the top curtain glass frame and the No. 2 top bow when lowering and raising the top.

When this condition exists, the chafing of the fabrics at these points may be enough to wear holes in the fabric, resulting in a major repair operation involving the replacement of the top cover, the top curtain, or both.

All Convertibles in Zone and Dealer stock should be inspected, and, if necessary, campaigned, immediately. Convertibles delivered to Owners should be called in at the earliest opportunity, inspected, and also campaigned if this condition exists. The instructions for inspection and correction of this condition appears on the reverse side of this bulletin.

After affected cars are campaigned, issue a Request for Adjustment Form V-487. A labor allowance at 1/2 the Dealer's registered labor rate will be allowed for 1.5 hours for each car campaigned.

Very truly yours,

A handwritten signature in blue ink that reads "N. A. Lull".

N. A. Lull  
Service Technical Manager

NAL:ps



INSTRUCTIONS FOR INSPECTING AND CORRECTING  
CONVERTIBLE TOP INTERFERENCE

INSPECTION

Chafing of the top fabric will be readily apparent on Convertibles which have had their top lowered and raised a considerable number of times. If the chafing action is severe, the fabric covering the outer ends of the top curtain glass frame and the fabric at two points near the center of the No. 2 top bow will show signs of excessive wear.

On cars which have had the top lowered only a few times, lower the top and stop it in its lowering cycle when the top of the No. 2 bow reaches the center of the top curtain glass. In this position the outer ends of the glass frame will be in contact with the top of the bow and is considered normal. However, it should be possible to move the glass toward the rear of the car away from the top of the bow. If the glass cannot be moved rearward and a severe chafing condition exists at the outer ends of the glass frame, proceed with the following corrective instructions.

CORRECTION

Remove the top well rear and side trim panel assembly.

Cut a small section out of each trunk hinge support recess above the hinge inner retaining nut as shown in the accompanying illustration. This may be accomplished by drilling a series of small holes in a semi-circle as shown by the dotted line in the illustration and breaking the metal away.

Bend the inner corner of each hinge support recess downward against the hinge support. This section is indicated by the shaded area in the illustration.

Reinstall the top well rear and side trim panel.

Using hand pressure, collapse and push the inner corners of the box sections of the trim panel inward against the hinge supports.

Drill two 1/8-inch holes through each box section and hinge support and install No. 6 Parker-Kalon screws, part number 7017, and washers, part number 374850, as shown in the illustration.

