



46T-14
Dealer 10

September 17, 1946

To: REGIONS, ZONES, AND DEALERS

Subject: DUST LEAKS

We have experienced some trouble with dust leaks in the earlier cars. The cars being manufactured today are much tighter and we believe they will be found satisfactory in this respect. Dust leaks are sometimes difficult to find because the point of entrance is not easily located.

On the attached sheets we have listed the principal points through which dust leaks occurred in the earlier cars. We do not expect that you will find leaks at all or even a considerable number of these points. However, the list will serve as a guide to the points that should be checked.

Usually if an observer is placed in the interior of the car while a bright light is focused on the exterior, any opening through which dust might enter can be observed. Once located the opening can be closed by the use of a body sealing compound, plugging, or welding.

If a thorough inspection fails to reveal the source of a dust leak, it may be necessary to use a smoke bomb inside the car to indicate where leakage occurs. Zone Parts and Service Managers have been supplied with smoke bombs to assist Dealers in such cases. If, after checking the points listed, further help is required, advise your Zone Parts and Service Manager. He will immediately forward you a smoke bomb and instructions for its use.

All cars will of course not require additional sealing to prevent dust leakage. In those cases where it is necessary, the Zone will work out an equitable adjustment with the Dealer to cover the cost of the labor and material involved.

Very truly yours,

Theo. P. Thomas
Technical Service Manager

TPT:rp
Attachment

SUGGESTIONS FOR THE ELIMINATION OF DUST LEAKS

When driving in either rain or dust it is common practice for the driver to close all windows and to ventilate the car by means of the door window wings.

The effect of the open window wing is to draw air out of the car. Thus if only window wings are open, the air pressure inside the body will be reduced to a point below the pressure of the outside air. This difference in pressure causes the outside air to rush into the body through any crevice or opening that may exist, carrying with it either water or dust.

Dust leakage into the interior of the car can generally be traced to one or more of the following points.

1. Doors, or door weatherstrips, fitting improperly
2. Entering the floor side sills and emerging behind the cowl kick pads in the front compartment
3. Seat pan drain holes
4. Trunk weatherstrip improperly fit
5. Entering the trunk thru the belt moulding clip holes
6. Body seams at rear of body
7. Trunk drain hole

SEATING COMPARTMENT

DOORS — If dust leaks occur around the doors, the weatherstrips should be checked for proper fitting. Place narrow strips of wrapping paper between the door weatherstrip and the body, use as a feeler gauge to determine whether or not the weatherstrip is contacting the body. A drag should be felt when the strips are withdrawn.

Should all strips be loose the door should be set in and refit. If only a few of the strips indicate improper fitting, the weatherstrip should be carefully loosened from the door at this point and a thin piece of rubber cemented under the weatherstrip. Then recheck with paper strips.

Check the ends of the weatherstrip where they butt together, if a space is found at this point the gap should be filled by means of a small piece of weatherstrip cemented into place.

If the weatherstrip at the front edge of the front door does not seal tightly, remove the three sheet metal retaining screws and install a thin strip of rubber under the weatherstrip and reinstall the screws.

COWL SIDE PANELS — Dust occasionally enters the driver's compartment from behind the cowl side panels (kick pads). The simplest correction in this case is to loosen the panel and stuff the lower part of this space with blue wadding or any suitable material.

TRUNK COMPARTMENT

The entry point of dust into the trunk compartment can best be located by placing a man in the trunk, closing the lid, and turning a strong light on the outside and underside of the car.

TRUNK LID — The fit of trunk lid weatherstrip may be checked with strips of wrapping paper as described for checking the doors, and the corrections made in the same way.

BELT MOULDING CLIPS — Belt moulding attaching clip holes are another point through which dust may be admitted. When dust leakage appears at this point, the moulding should be removed and body sealer (dumdum) placed on each clip. Re-install the moulding and apply sealer to each clip from the inside of the trunk compartment.

BODY SEAMS — Occasionally a crack between body panels will be found at the rear end center panel to rear quarter panel seams. These seams are vertical, running from the lower edge of the trunk lid opening down to the gravel shield. When this condition exists body sealer should be worked into the seam from the outside and then touched up to match the car after the surface of the sealer has dried.

Another body seam that may admit dust is between the wheelhouse and rear fender. If an open space is found here it should be filled with body sealer. Apply from under the fender and from inside the trunk compartment.

TAIL LIGHTS — The fit of the tail light to the rear fender should be checked and if a gap is found at the gasket, this space should be filled with sealer.

FLOOR DRAIN HOLES

Drain holes in the body floor pan are sometimes responsible for the entry of dust and should be checked on each dust complaint. Four holes under the rear seat and one in the bottom of the spare tire well in the trunk should be plugged with rubber plugs.

These plugs may be ordered by the following part numbers:

359059	Plug - Floor spare tire well drain hole
359814	Plug - Floor rear seat pan drain hole