

March 9, 1962

ENGINEERING MEMORANDUM #4

TO: J. Stout, R. Fuller, S. Wilson, S. Hori, E. Horrigan, K. Luke, F. Leamy(3)
R. McCulfor, A. Radke(3), W. Asselin, R. Smith, A. Goedhart, E. Nelson
C. Cornwell, S. Megyesi, B. Herrington(8), R. Bach, D. Markin, F. Baldwin,
J. Copeland, J. Coleman, T. Bedard, K. Bothe, L. Hilsky(4), J. Temple(4).

FROM: P. Visser

SUBJECT: SURPLUS AXLES & SPRINGS OF A-9 & A-10 MODELS

Pursuant a directive from Mr. Clarke, the following combinations will partially solve the surplus problem.

1. The attached chart shows the asterisk (*) parts involved and available to made up 135 rear suspensions with 92542 - 2" rear springs and 93970 - 3.31 matching rear axles. These are to be used, preferable in one consecutive group on our own cab fleets, be it either Checker, Yellow, or Minneapolis.
2. The remaining rear axle assemblies can be reworked per SK-2389 and 98361 to be adaptable to the new 2-1/2" wide rear springs, in conjunction with 92278, a 5-1/2" long spring dip, which has to be re-ordered, since no stock of said item is on hand now.