



AUTOMOBIL- UND MOTOREN-WERKE  
BREMEN - GERMANY

## Door Locks "Isabella-Coupé"

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**217**

Bremen, August 21st, 1957

To our  
Authorized Borgward Dealers and Workshops

Gentlemen:

Presumption for the correct support of doors on the lock side is the adherence to precise adjustment-instructions for the door lock striker mounting. To avoid trouble we therefore bring the following particular instructions to your notice:

1. When mounting the door lock striker it must be aspired first of all to provide for an as wide as possible contact surface of the lock catch bracket. If necessary shims of suitable thickness should be placed underneath the striker so that this is supported as far as possible towards the door. Shims can be fitted optionally as follows:

106 599 21 00	Shim 3 mm or .0394"
106 599 21 01	Shim 2 mm or .0787"
106 599 21 02	Shim 1 mm or .1181"

Figure 1 shows the arrangement of shims by which the contact surface can be adjusted in width. A clearance of 2-3 mm (.078-.0394") between striker and door should however be preserved to prevent damaging of the sealing sectional strip when the door is slammed.

2. Slotted holes are arranged on the door post for the attachment of the striker. This is necessary in order that the striker can be aligned to the lock catch bracket.

For this procedure please proceed as follows:

- a) At first tighten the lower setscrew and close the door. It must be checked if the door outer panel is in alignment with the rear body side panel (door must not protrude).

If necessary, the striker must be shifted, for re-attachment tighten the lower setscrew only.

- b) The striker must then be rotated around the lower setscrew in such a way until the indicated surfaces A and B, shown in figure 2, run parallel. A check can be made by the application of a thin grease film on one of the surfaces and catches of the door. The visible compression marks indicate in which direction the striker must be rotated. An efficient correction can be made by slight lateral blows on the upper part of the striker with a plastic hammer.

If adjustment is no longer possible it is recommended to rework the slotted holes X (Fig. 2) in suitable direction. This can be done with a drill or countersink.

Tighten all setscrews firmly.

3. Door locks which produce striking noises during the driving operation must be checked regarding the correct position of the striker. Shifting of the striker is then essential to avoid these troubles as mentioned above.

Fig. 3 shows the correct position of striker and door catch with closed door.

Yours very truly,

**CARL F. W. BORGWARD G. M. B. H.**

**KUNDENDIENST  
(CUSTOMERS SERVICE)  
DEPT.**

signed Grimberg

signed Wolff