

THE KARI-KEEN TRUNK ASSEMBLY AND A VERY EARLY 1929 TUDOR SEDAN

BY

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So you have a Kari-Keen Trunk and all the fixings. Now what?

The Kari-Keen Manufacturing Co.

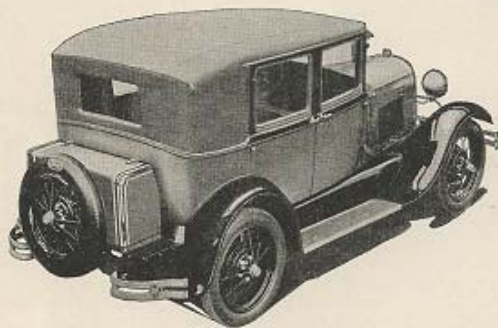
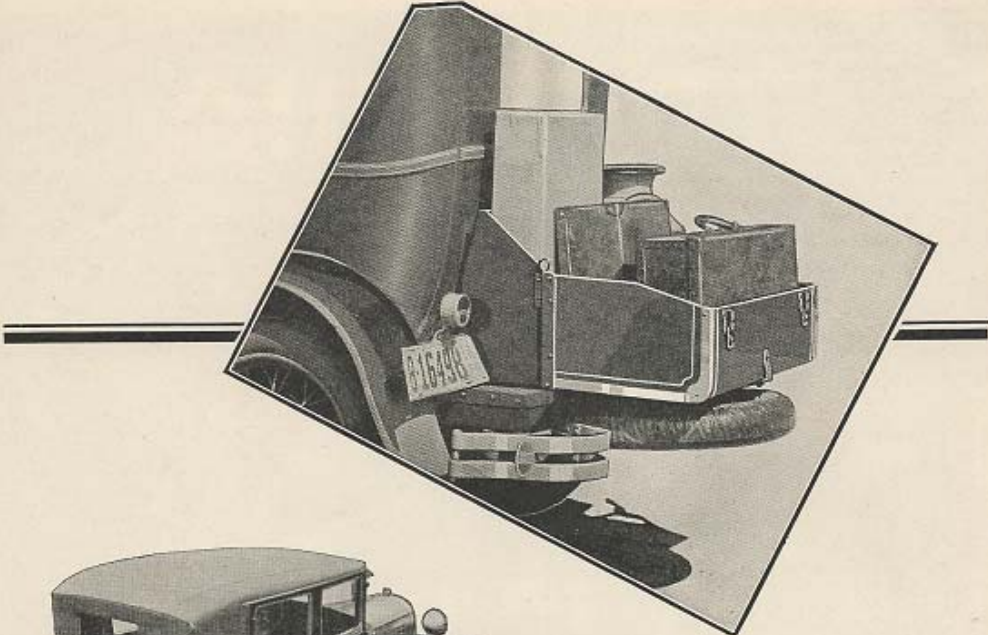
According to Mr. Thomas Munson, Archival Clerk, Sioux City Public Museum, "In 1925 Paul Lier of Mitchell, South Dakota invented an expandable, steel luggage carrier for cars called the Kari-Keen. The business was brought to Sioux City in 1926 and production began in the former Perfection Corn Planter Co. factory at 3925 Leeds Ave. (Floyd Blvd.)The business expanded into a new building at 509 Plymouth St. in 1927. In 1928 the Lier Manufacturing Co. was reorganized into the Kari-Keen Manufacturing Co. Inc. under the leadership of Cecil H. Myers. Also in 1928, the fast growing business moved to the former Morley Twine factory at 2201 7th St. By 1930 the company employed over 200 workers, produced 76 types of attachments to accommodate almost any vehicle, and manufactured four models of the Kari-Keen Coupe airplane. Kari-Keen closed in 1937 due to overproduction and the addition of trunks in cars".

According to the January-February 1972 issue of Ford Life, Mary Moline reported on this "Unauthorized Accessory" trunk that: "The KARI-KEEN KARRIER was one of the more popular accessory trunks for the Model A and its manufacture, (the Kari-Keen Manufacturing Company of Sioux City, Iowa), blitzed the Ford dealers with literature. Their best sales tactic was the 30-day trial in which they had the dealer install the trunk on new Model A's leaving the dealership. Before sending it out on trial the dealer would demonstrate how easily it clicks open and shut, how strong it is, and how a grown man can jump up and down in a Kari-Keen without damaging it and how it saves upholstery and carpets. One dealer in Litchfield, Minnesota sold 625 Kari-Keens in one year by this method".

She went on to say that “The Kari-Keen trunk could carry a load of 400 pounds. The front folded out into a small carrying compartment. They were well advertised and well accepted. In September of 1929 the Kari-Keen Company announced a new deluxe model to be used on deluxe cars which carried their spare tire on the fender. The most noticeable difference was the addition of a chrome plated metal band around the bottom of the trunk. The standard model, (for which this article represents) used on the stationary rack, did not have this (chrome plated metal) band”.

Other notable features of the Kari-Keen Trunk that were offered:

- Has 7-1/2 square feet of luggage room when open;
- Nearly five cubic feet of weather-proof space when closed;
- Brilliant chrome trimmings;
- No holes to drill (The Ford's regular construction is not altered in any way by attaching the Kari-Keen. All parts come fitted and drilled exactly right so it is easy and quick for you to install. All attachments furnished).;
- Made of Auto-body steel (All reinforcements are electrically welded. Corners are reinforced with strong brass strips, chromium plated).;
- Cushioned on hardwood laths (No metallic noises or rattles. Specially reinforced corners).;
- Heavy, weather-proof cover available (For protecting luggage from the weather when the Kari-Keen is open to full capacity, may be secured at slight additional cost).



There's Only One

TRADE MARK REG. U. S. PAT. OFFICE
Kari-Keen
KARRIER
 © 1917
*The Baggage Car
 of the Auto*

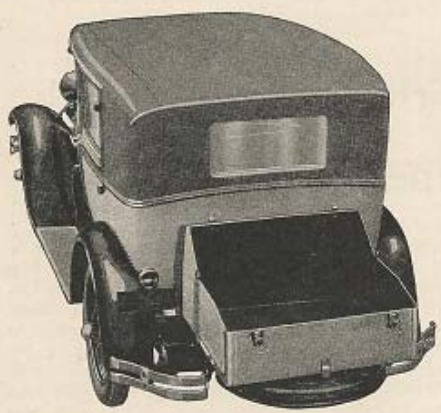
SALES of Kari-Keen Luggage Carriers continue to reach new high levels. Only this matchless combination of beauty and large carrying capacity could appeal to so many thousands of car owners.

When you swing it open, Kari-Keen provides a safe roomy space for luggage that would otherwise have to be crowded in with the passengers, bulky traveling bags, big crates and boxes, cans of cream, salesmen's sample cases, etc. It is also used closed for small loads.

Beautiful Lacquer Colors

Made of pickled steel, nickel trimmed. Finished in black or handsome lacquer colors to match any model.

Write for full information. The rapid growth in Kari-Keen sales has no equal in trunk or luggage carrier history. Get the facts.



KARI-KEEN MFG. CO.

2106 East 7th Street SIOUX CITY, IOWA

SALES AGENCIES

Philadelphia, 2506 N. Broad St. Portland, Ore., 32 Grand Ave. So.
 Chicago, Ill., 2017 Michigan Blvd. San Antonio, Texas, 403 Brooklyn Ave.
 Los Angeles, 440 Seaton St. Boston, Mass., 1238 Boylston St.
 Oakland, 1620 18th St.
 Toronto, Canada, Canadian Sliding Seat Co., 680 Bay St.

The following is a step by step assembly process which might be helpful for those of you who are pondering on just how this trunk, and associated brackets, were assembled to the back of a very early 1929 Model A Ford Tudor Sedan.

There are no known existing original assembly instructions from the Kari-Keen Trunk Manufacturing Company. I will attempt to name and describe the parts (in my own words) accompanied by the following photos. However, some of the nomenclature is from the Kari-Keen Patents. These parts are not home-made, and are believed to be the original Kari-Keen Trunk parts and specific, although not known, to the Model A Ford Tudor Sedans and maybe other types of Model A Sedans as well.

The first step is removing the back seat. This will expose the # 9 Body Bolt head, left and right, for which the nuts and lock washers must be removed from underneath the Rear Cross Member.

The Body Bolts, mentioned in this article, are those bolts, along with nuts, flat and lock washers, which attach the body in specific areas to the rolling chassis assembly. To further understand the different Body Bolt connections, please refer to the MARC/MAFCA Restoration Guidelines and Judging Standards. There is a wealth of information in this document on the 1928-1931 Model A/AA Ford and is recommended to anyone who is interested in the restoration and preservation of this fine Ford automobile.

Also the # 8 Body Bolt, left and right, must have their nuts and lock washers removed.

Then the four bolts which attach the Rear Bumper Arms to the underside of the body's Floor Cross Sill Rear Assembly, by means of the "T" upright brackets on the Rear Bumper Arms, must also be removed (this is the part of the body that the 1928-very early 1929 Tail Light and License Bracket Assembly is attached to) **(Fig. 2)**.

Also remove the Rear Fender Guards (Bumpers) and both Rear Fenders.

Removing these items from the body, allows you to slightly jack up the back of the body to insert and position the "Trunk Platform Front Body Bracket" **(Fig. 1)**.



(Fig. 1)

This bracket fits between the “T” uprights on the Rear Bumper Arms and the Floor Cross Sill Rear Assembly. It is very important that it is centered otherwise the end result will be off to the left or right. There are oval or elongated holes on top of the “Trunk Platform Front Body Bracket” as seen in **(Fig. 1)** to allow moving the part to the left or the right to get it centered. Also, the part must come in contact with the “T” upright brackets on the Rear Bumper Arms **(Fig. 2 and 3)** to ensure a straight and inline bracket.



(Fig. 2)



(Fig. 3)

Once this is positioned, the body can be lowered and the bolts, nuts and lock washers that were removed, can be retightened except for the # 9 Body Bolt, nuts and lock washers.

The next brackets to be attached are the “Trunk Platform Side Plates, left and right” (**Fig. 4 and 5**).



(**Fig. 4 Left**)



(**Fig. 5 Right**)

These “Trunk Platform Side Plates” are not only attached to the “Trunk Platform Front Body Bracket” but also to the # 9 Body Bolt, left and right. Once the “Trunk Platform Side Plates” are positioned, leveled and adjusted in place, the # 9 Body Bolt can be tightened along with the left and right outer brackets on the “Trunk Platform Front Body Bracket” assembly **(Fig. 6 and 7)**.



(Fig. 6 Left)



(Fig. 7 Right)

The next procedure is to place the “Trunk Platform Rear Bumper Arm Brackets, left and right” (**Fig. 8 and 9**) onto the Rear Bumper Arms loosely as these brackets will slide and position themselves with the “Trunk Platform Luggage Rack” when tightened.



(Fig. 8 Left)



(Fig. 9 Right)

This is followed by positioning the “Rear Bumper Adaptors, left and right” (**Fig. 10 and 11**) onto the Rear Bumper Arms, left and right (**Fig. 12 and 13**). These “Rear Bumper Adaptors” are to be “positioned upon the (rear) bumper bar (arms) for projecting the bumper rearward a greater distance than normal distance of the bumper elements so as to accommodate the trunk and luggage rack between the rear of the automobile and the position of the bumper elements”.



(Fig. 10 Left)



(Fig. 11 Right)



(Fig. 12 Left)



(Fig. 13 Right)

You can then position the “Trunk Platform Luggage Rack” (**Fig. 14**) to the above assembly (**Fig. 15**). All bolt heads should be facing towards the outside. There are two outer sheet metal parts, left and right, referred to as “Caps” on the “Trunk Platform Luggage Rack” that covers the bolt heads for cosmetic purposes “thus the appearance of a continuous covering is simulated” when the trunk is assembled to the “Trunk Platform Luggage Rack” (**Fig. 18**).



(Fig. 14)



(Fig. 15)

Wooden Slats, with holes on each end, are then placed on top of the “Trunk Platform Luggage Rack” assembly (**Fig. 16**). These slats act as a cushion for when the trunk itself is bolted down to the “Trunk Platform Luggage Rack” with four carriage bolts in each corner of the inside of the trunk. (**Fig. 17**).



(Fig. 16)



(Fig. 17)



(Fig. 18)

Assemble the Rear Fender Guards (Bumpers) **(Fig. 18)**, Rear Fenders, Tail Light and License Bracket Assembly, Spare Tire **(Fig. 19)** and you are done.



(Fig. 19)

I would like to thank my wife Jeannie for being so patient in holding things while I was assembling the parts. Also Don Bader, Arlyn Bieber, Cliff Moebius, Tom Moniz, Thomas Munson, (Archival Clerk, Sioux City Public Museum), and Dan Partain for their input on this article. Also information from Patent Number 1,713,159 of May 14, 1929, and 1,753,077 of April 1, 1930.