



SERVICE BULLETIN

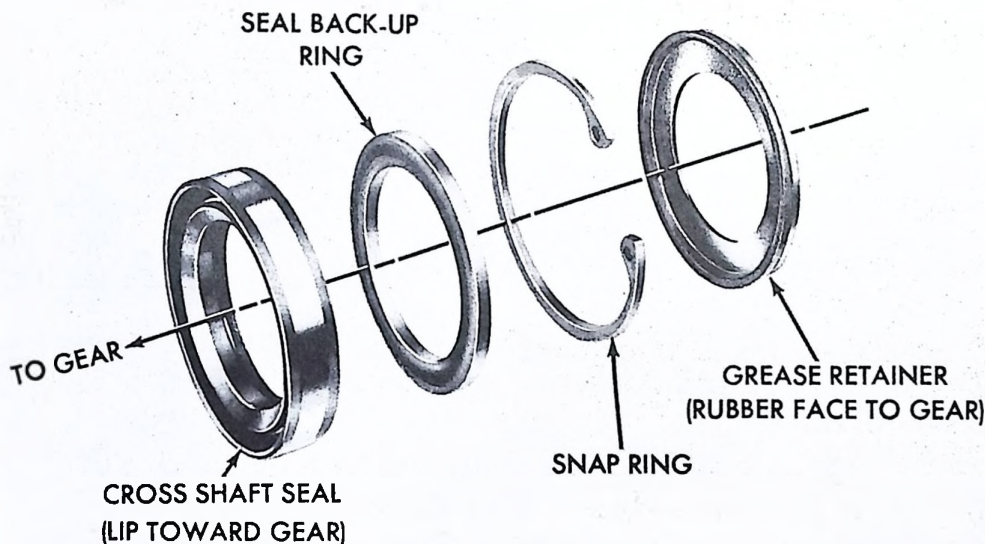


**SERVICE DEPARTMENT... CHRYSLER-PLYMOUTH DIVISION
CHRYSLER MOTORS CORPORATION**

TECHNICAL INFORMATION ON IMPERIAL CHRYSLER PLYMOUTH VALIANT

All 1962 model cars equipped with power steering, built after November 14, 1961, have Multi-Purpose Chassis Grease packed around the steering gear cross shaft bore cavity below the seal to protect them from corrosion and dirt.

With the introduction of the 1963 model cars, a grease retainer is installed in the end of the cross shaft bore after the bore is packed with grease as shown in Figure 1.



POWER GEAR CROSS SHAFT SEAL COMPONENTS

Figure 1

Part numbers of the new grease retainers are as follows:

<u>Part Number</u>	<u>Part Name</u>	<u>Models</u>
2267350	Grease Retainer 1 1/4" Dia. Cross Shaft	Imperial-Chrysler
2267351	Grease Retainer 1 1/8" Dia. Cross Shaft	Plymouth-Valiant

November 16, 1962

No. 63-20

STEERING

**POWER
STEERING
CROSS SHAFT
CORROSION
PROTECTION**

**1963
IMPERIAL,
CHRYSLER,
PLYMOUTH
AND
VALIANT
MODELS**

P-4676-C

Service Mgr.	
Shop Foreman	
Technicians	
Parts Mgr.	
Partsmen	

(Over)

One of the new grease retainers should always be installed, whenever a seal is replaced on prior model constant control power steering gears.

Procedure For Replacing Cross Shaft Seal Prior To 1963 Models


1. Remove the steering gear arm, using Puller C-3646.
2. Carefully clean out the sector shaft housing bore cavity, below the seal retaining snap ring.
3. Remove the seal retaining snap ring, using snap ring pliers C-3229, and remove the seal retaining washer.
4. Remove the sector shaft seal, using correct seal removing and installing tool for the steering gear involved (C-3880 for 1 1/8" cross shaft and C-3350 for 1 1/4" cross shaft).

NOTE: It is recommended that the sector shaft be inspected for corrosion and if necessary, polish the shaft before replacing the seal. It is not necessary to remove the sector shaft to remove corrosion.

5. Cover the inside diameter (I.D.) of the new sector shaft seal between the (2) sealing lips with a good quality Multi-Purpose Chassis Grease, NLGI grade No. 2, and install in the gear involved.
6. Install seal retaining washer and snap ring (sharp edge, or lettered side out).
7. After installing the seal retaining washer and snap ring, pack the cavity between shaft and housing with the same Multi-Purpose Chassis Grease.
8. Position a grease retainer of correct size with rubber face inward (steel face outward) and using the correct seal removing and installing tool for the gear involved, press the grease retainer into the housing till it is flush with the end of the cross shaft counterbore.
9. Reinstall the steering gear arm and tighten retaining nut to correct torque.

Part numbers listed in this bulletin are stock code class 'P'.

POLICY: INFORMATION ONLY.


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Manager-Service

CHRYSLER-PLYMOUTH DIVISION