

SERVICE BULLETIN

PASSENGER CARS



SERVICE DEPARTMENT
DODGE

DIVISION OF CHRYSLER CORPORATION

TO ALL DODGE DIRECT DEALERS AND DEALERS:

Complaints have been registered with the Factory regarding a rattling noise similar to a gear chatter, that is heard when shifting from low to high range and also after the transmission has become heated while operating in the high range. Several dealers have attempted to correct this condition by making replacement of parts in the transmission but without success. Investigation has disclosed that this noise, while appearing to come from the transmission, is due to misadjustment of the internal expanding brake shoes.

The first thing to do in order to eliminate this condition is to definitely determine that the parking brake is causing the noise. This can readily be determined by--removing the parking brake shoes and then driving the car under the same conditions as previously driven when the noise was heard. If the noise is not noticeable with the brake shoes removed, the procedure described below should be followed. In less severe cases the misadjustment results in a rubbing or scraping noise apparently coming from the transmission. This can readily be traced to the brake by running the car in gear on a hoist.

1. Disconnect the propeller shaft and remove the parking brake drum.
2. Check brake shoe fit against the support plate. In order to determine whether the brake shoes are fitting properly against the support plate, pull the shoes away from the plate, one at a time, and release them. Unless they return to the brake support and fit snugly, they are probably dragging, making it impossible to get the proper adjustment. This condition can be helped by--increasing the pre-load of the guide spring. This can be accomplished by grasping the spring near its center, with a pair of pliers and bending the ends of the spring toward the support plate. The distance between each end of the guide spring and the support plate should not be more than 5/8".
NOTE. The brake shoes must be removed in order to properly reshape this spring.
3. Check both shoes for possible up and down movement. This can be determined by grasping the shoe assemblies and trying to move the shoes in an up and down direction. Should the movement of the shoes be more than .005", brake chatter may be noticeable.

April 3, 1951

No. D-11

BRAKES

Parking Brake
Adjustment

MODELS:

D41 - D42

READ & CHECK

DEALER

MANAGER

SERVICE MGR.

PARTS MGR.

MECHANICS

5990

Prtd. in U.S.A.

(Over)

April 3, 1951

No. D-11

BRAKES

Parking Brake

Adjustment

MODELS:

D41 - D42

This condition can be corrected by the following procedure: Check the operating link to be sure that it is correctly installed.

NOTE. The letter "T" is stamped on the upper side of the link.

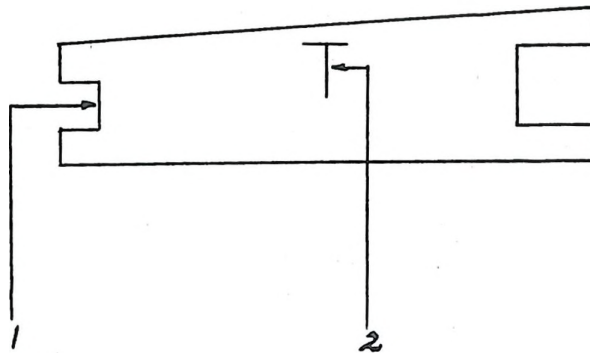


FIGURE 1

OPERATING LINK

1. File bottom of this opening.
2. Install link with "T" on top side.

It should always be installed with this identification at the top. This is very important.

When the link is correctly installed and excessive up and down movement is still noticeable, remove the link and file the small slot in the link (Fig. 1) until the shoe fits snugly against the anchor stud, and the lower end of the operating lever does not ride on the brake shoe. This lever should have some free movement, with the brake cable disconnected from the lever. Do not remove any more metal than necessary, as excessive filing will cause the link to rattle and will increase the brake lever travel, thereby decreasing the efficiency of the brake.

4. Remove any excessive paint from the support plate or rough edges on the brake shoe lugs at the points where the brake shoe lugs contact the support. This is necessary to allow the shoes to center themselves properly and prevent possible dragging of the shoes and chattering of the brakes.
5. Interference has been found between the edge of the inner guide and the pivot end of the operating lever (Fig. 2, #2). This can be eliminated by filing a small amount of material from the end of the lever or from the edge of the guide.

April 3, 1951

No. D-11

BRAKES

Parking Brake

Adjustment

MODELS:

D41 - D42

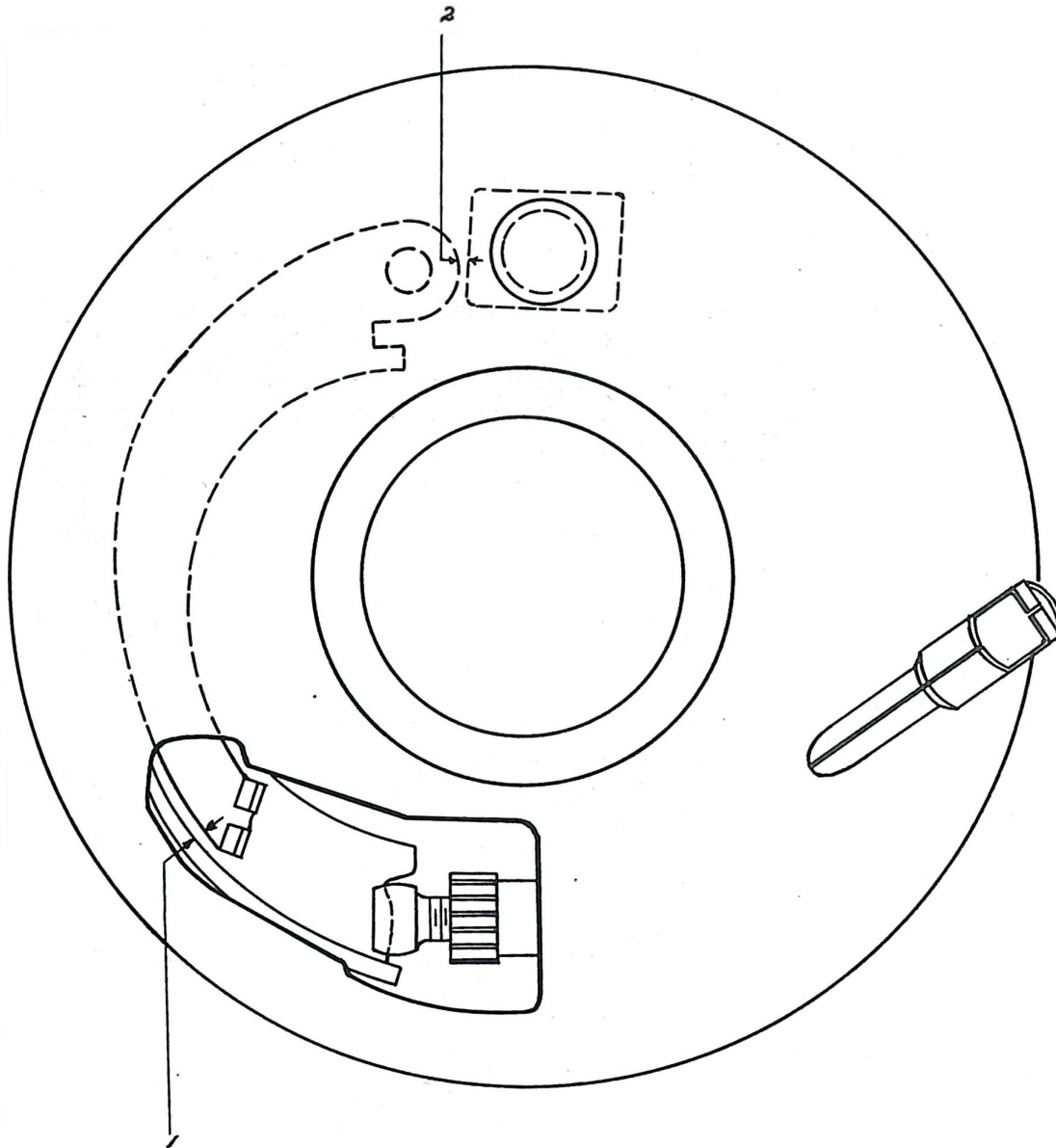


FIGURE 2

(1.) Lever must not contact brake shoe--must have small amount free play when cable is detached. (2.) Must have clearance at this point.

6. Check brake drum inner surface for runout. The brake drum can be checked with your Miller Trubrake drum checking arbor and cones.

A. Leave universal joint flange attached to brake drum.

B. Hone splines at outer end to be sure that no burrs are present.

(Over)

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No. D-11

- C. Insert arbor through flange and install cone on each side and secure in position.
- D. Place in lathe or between centers and check. Total runout should not exceed .005.

7. Correct brake adjustment is vital to good brake operation. The following procedure should be followed when adjusting brakes:

BRAKES

Parking Brake

Adjustment

A. Tighten the brake shoe adjusting nut to decrease shoe to drum clearance until a slight drag is felt on the brake drum as it rotates. Back off the adjusting nut, at least one full notch to give approximately .010" clearance between each shoe and drum. The prongs on the adjusting nut must be seated in the notches of the sleeve. This adjustment must be made with the propeller shaft disconnected.

B. Check brake cable assembly to be sure that it is operating freely.

C. Place control cable adjusting nut in position near the end of the threads.

D. Insert cable into end of operating lever.

E. There should be a small amount of free play in the operating lever and it is this area of movement that is termed a neutral position, that is, where the operating lever is neither actuating the brake or pushing the shoe into the drum.

The cable length adjusting nut should be adjusted so that the operating lever is in its neutral position and is a minimum of .005" from the brake shoe table. This clearance is necessary between the operating lever and the shoe table in order that the operating lever does not push the shoe back into the drum and cause rubbing when the brake is returned to the released position. To lock this adjustment, tighten the cable housing clamp securely and then tighten the cable adjusting nut against the housing.

After these adjustments have been completed check the brake cable to be sure that it is not binding at any point, which will prevent it from returning to a completely released position when the brake handle is placed in the released position.

B. B. SETTLE
Director of Service
DODGE DIVISION

SERVICE BULLETIN

PASSENGER CARS



SERVICE DEPARTMENT

DODGE

DIVISION OF CHRYSLER CORPORATION

TO ALL DODGE DIRECT DEALERS AND DEALERS:

July 9, 1951

No. D-26

BRAKES

Internal Hand

Brake Cable

Adjustment

MODELS:

D41 - D42

READ & CHECK

DEALER

MANAGER

SERVICE MGR.

PARTS MGR.

MECHANICS

7993

Prtd. in U.S.A.

In some cases, it may be difficult to maintain a proper fit of the hand brake cable cover in the clamp of the transmission brake support of Dodge cars equipped with the new internal hand brake. This is due to the excessive relative distance between the lower end of the cable cover and the ball end of the cable itself rather than an excessive length of the cable. This condition is usually the result of insufficient distance between the upper end of the cover and the clevis caused by incorrect spacing between the instrument panel handbrake lever bracket and the cable clip on the body bracket. In other words, the cable cover is not moved far enough down the cable in the assembled position. The spring at the lower end should be compressed to a maximum of 6".

A relatively simple correction can be made by forming a stop in the middle of the clip as shown in the following sketch, thus forcing the cover farther down the cable.

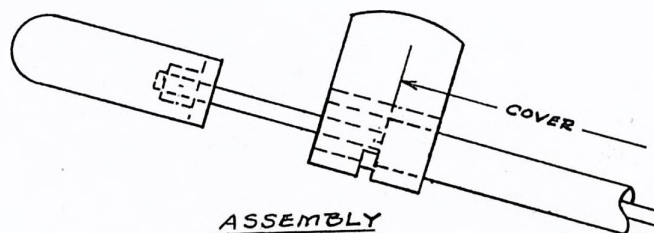
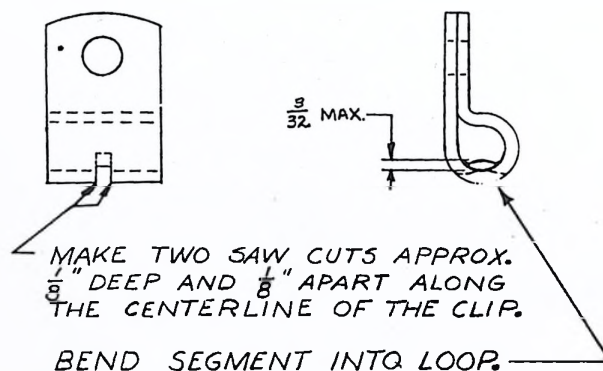


FIGURE 1

(Over)

July 9, 1951

No. D-26

BRAKES

Internal Hand
Brake Cable
Adjustment

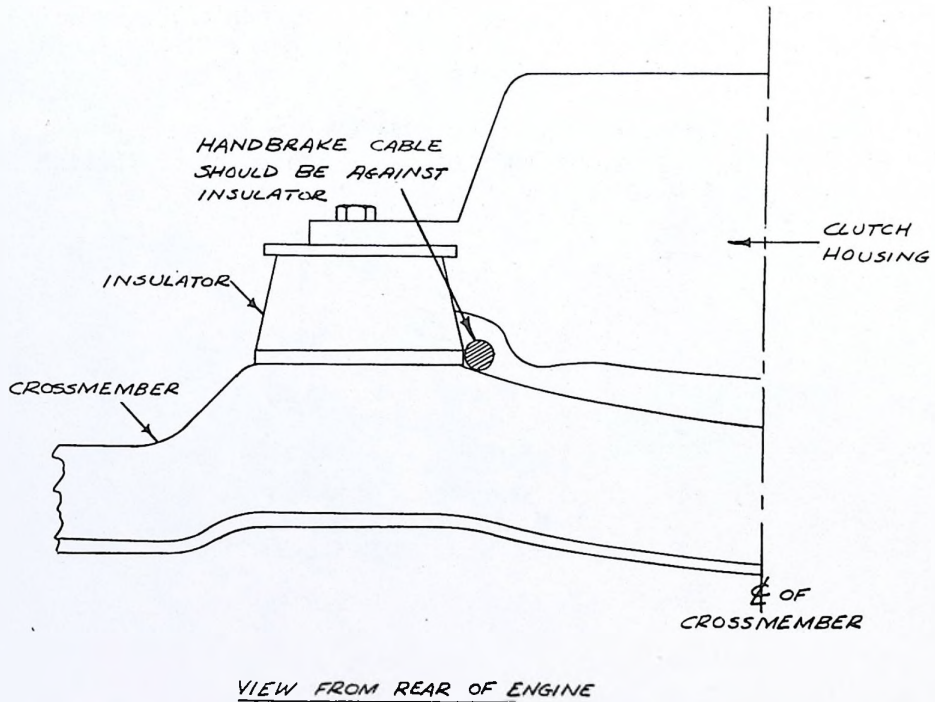
MODELS:

D41 - D42

Care should be taken that the clip still has sufficient clamping force to prevent the cover from being forced out of the clip when releasing the brake. The stop should not extend into the loop of the clip more than the 3/32" shown on the sketch or it may interfere with the cable itself.

Another condition may exist that will also affect the operation of the brake and that is the improper location of the brake tube and cable assembly. Instances have been found where the brake tube assembly have been jammed between the clutch housing and the crossmember which damages the tube and will interfere with the proper operation of the brake. This condition may result in complaints of rough engines or idle, as the tube will not allow the engine to move on the rubber mounting.

The brake cable assembly should be installed as shown on the following sketch.



WD-15297

FIGURE 2

B. B. SETTLE
Director of Service
DODGE DIVISION

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PASSENGER CARS



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TO ALL DODGE DIRECT DEALERS AND DEALERS:

August 28, 1951

No. D-31

A change in the rear wheel brake support assembly on the D-41 Wayfarer models consisting of raising the brake support at the adjusting cam location, has entered production.

BRAKES

This change eliminates the anti squeak button. However, the anti squeak washer Part No. 1327054 can be used on this new support, should the occasion for its use arise.

Rear Wheel
Brake Support

Under no circumstances should the anti squeak button be used, as it will result in cocking the brake shoe out of line.

This new brake support can be readily identified by a raised circular section approximately 1/16" high by 3/8" in diameter, directly below the brake shoe hold down clip rivets.

MODELS:

D-41

Wayfarer

This raised section is visible without removing the brake shoe.

READ & CHECK

See Sketch on next page.

DEALER

MANAGER

SERVICE MGR.

PARTS MGR.

MECHANICS

(Over)

8916

Prtd. in U.S.A.

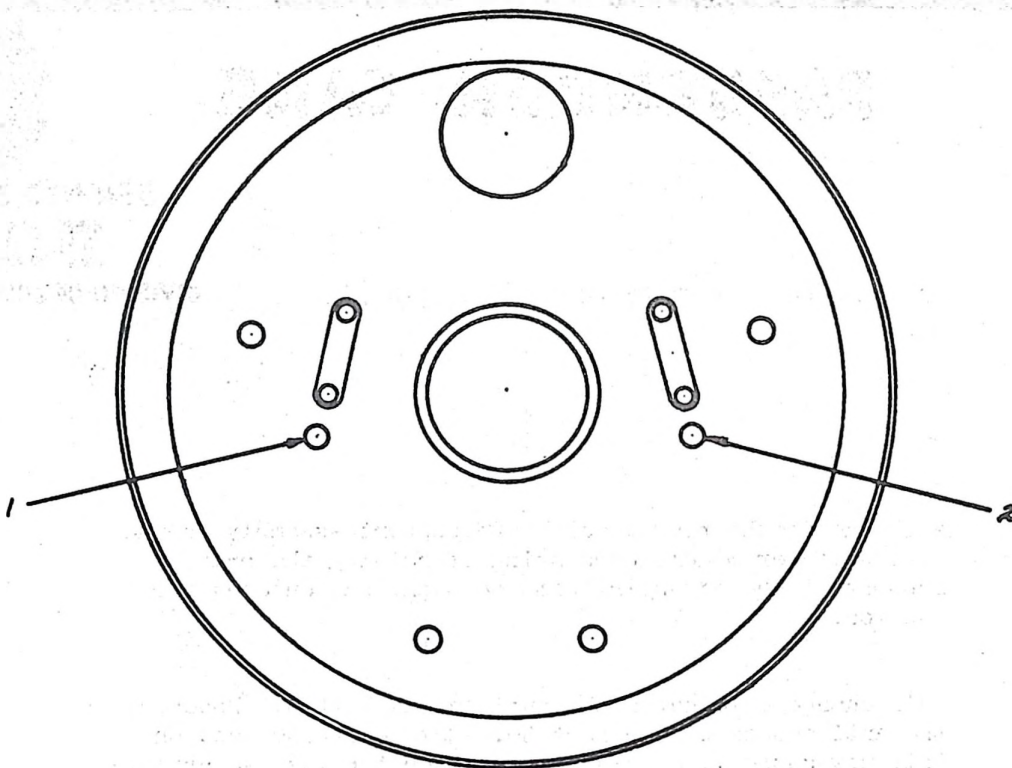
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August 28, 1951

No. D-31

BRAKES

Rear Wheel
Brake Support



MODELS:

D-41

Wayfarer

FIGURE 1

The Part Number of the new brake support is #1404983.

Effective at Serial Number 37163562.

B. B. SETTLE
Director of Service
DODGE DIVISION