

SERVICE BULLETIN

PASSENGER CARS



SERVICE DEPARTMENT

DODGE

DIVISION OF CHRYSLER CORPORATION

TO ALL DODGE DIRECT DEALERS AND DEALERS:

August 13, 1951

No. D-30

ELECTRICAL

Some criticism has been received regarding the single speed windshield wiper blades striking the windshield center bar.

Single Speed

Windshield

This condition can be corrected by using pivot assembly Part No. #1473111 available through the Chrysler Motors Parts Corporation.

Wiper

MODELS:

D41 - D42

READ & CHECK

DEALER

MANAGER

SERVICE MGR.

PARTS MGR.

MECHANICS

B. B. SETTLE
Director of Service
DODGE DIVISION

8669
Prtd. in U.S.A.

SERVICE BULLETIN

PASSENGER CARS



SERVICE DEPARTMENT
DODGE

DIVISION OF CHRYSLER CORPORATION

TO ALL DODGE DIRECT DEALERS AND DEALERS:

One of the most important service operations that is frequently incorrectly performed by Dealers personnel is the correct aiming of headlights.

While the Sealed Beam light unit is prefocused within itself, the unit requires occasional aiming to obtain maximum lighting efficiency. Properly aimed Sealed Beam headlights insure the maximum of night driving pleasure and safety.

A great many attempts at aiming fail completely because the sensitive aiming adjustment is not fully appreciated. The most important factor in aiming is accuracy. Slight errors in height of the headlight beam on a screen 25 feet ahead of car will very noticeably affect road illumination. If the beam is aimed 3 inches below a horizontal line on a screen 25 feet ahead of the car, it will strike the roadway 250 feet ahead of the car. If aimed 5 inches below horizontal line, it will strike the roadway 150 feet ahead of the car resulting in very poor visibility. When aimed 1 inch below horizontal line, beam will strike roadway 750 feet ahead of car, increasing glare in eyes of approaching drivers with a definite loss of visibility, especially when car is loaded.

There are many different types of aiming devices which simplify headlight aiming and proper use of equipment will produce a satisfactory aiming job. Most manufacturers of such equipment furnish complete instructions covering its use. The instructions contained in this Bulletin are based on the use of a light colored wall or screen.

The most likely source of error in aiming headlights is the floor of the garage. Floors that are apparently level are not necessarily suitable for headlight aiming. If possible, the car should be on a perfectly level floor and the floor where screen or other headlight aiming equipment is located should be on exactly the same level and plane as the floor where the car stands. There should be no load in the vehicle other than the driver and tire inflation should be up to specifications.

The car should be located so that the headlights are 25 feet from a light-colored wall or aiming screen. A horizontal line should be placed on this surface at a height of 3 inches below that of the headlight centers. A center point should be located on this line by sighting through the windshield in line with the ornament on the hood and the windshield center strip. From this center point, draw two vertical

Sept. 26, 1951

No. D-32

ELECTRICAL

Aiming Of
Headlights

MODELS:

All

Passenger Cars

READ & CHECK	
DEALER	
MANAGER	
SERVICE MGR.	
PARTS MGR.	
MECHANICS	

9570

Prtd. in U.S.A.

(Over)

lines at equal distances right and left. The distance between these vertical lines should be same as that between the centers of the headlights. These two vertical lines should be immediately ahead of and in line with the headlights.

If a perfectly level floor is not available, the horizontal line should be located through the following procedure:

Measure the height from the floor to the center of the headlights and subtract three inches. Cut two sticks or rods to this length. Stand both sticks against the fenders (one front and one rear) on one side of the car. Then stand back of the rear stick and sight forward toward the screen in a manner similar to sighting a gun. Have some one mark the point where vision strikes the aiming screen. This point constitutes one end of the horizontal line. The other end is established by repeating the performance on the other side of the car. A line joining the two points will be exactly the right height and parallel to the plane on which the car is standing regardless of whether such plane is slanting up-grade, down-grade or side-wise.

Sept. 26, 1951

No. D-32

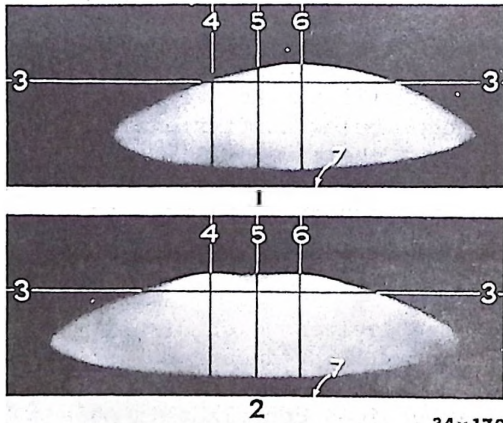
ELECTRICAL

Aiming of Headlights

MODELS:

All

Passenger Cars

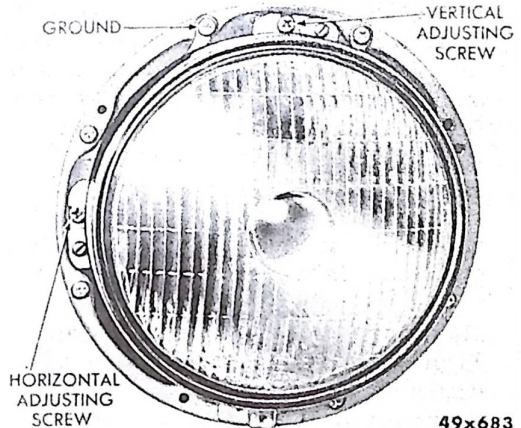


34x179

FIGURE 1

PATTERN OF PROPERLY AIMED HEADLIGHTS

1. Upper beam of right headlight.
2. Upper beam of both headlights.
3. Horizontal line 3 inches below headlight centers.
4. Vertical line, in line with center of left headlight.
5. Vertical line, in line with windshield center strip.
6. Vertical line, in line with center of right headlight.
7. Floor level.



49x683

FIGURE 2

HEADLIGHT ADJUSTMENT

1. Horizontal adjusting screw.
2. Vertical adjusting screw.

The intersections of the horizontal line and the two vertical lines which are directly ahead of light filaments should be the center of the bright spot of each light. Adjust one headlight at a time with other one covered. Adjustment should be made with the country beam (high beam) turned "on". The traffic beam (low) then also will be aimed properly. Do not use the traffic beam for aiming lights.

NOTE

In most cases, headlights should be aimed as specified herein. Where state or local laws differ from these specifications, lights should be aimed to conform with such laws.

ADJUSTING HEADLIGHTS. To adjust headlight beams, proceed as follows:

- (1) Remove screw at bottom of headlight rim and unhook rim at top by pulling it outward.
- (2) To raise or lower beam, turn adjusting screw in center at top of headlight frame.
- (3) To move beam to right or left, turn adjusting screw at left side of headlight frame, as shown in Figure 2.

B. B. SETTLE

Director of Service

DODGE DIVISION

Sept. 26, 1951

No. D-32

ELECTRICAL

Aiming Of
Headlights

MODELS:

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SERVICE DEPARTMENT

DODGE

DIVISION OF CHRYSLER CORPORATION

TO ALL DODGE DIRECT DEALERS AND DEALERS:

In order to increase the life of the stop lamp switch Part #862556, a new polarized switch has been released for the D41-D42 Dodge car.

This switch is interchangeable with the previous type switch and when used, the red wire must be connected to the high post on the switch.

These new switches can be identified by either the long or high terminal being copper plated or painted red. The part number remains the same.

These new switches entered production at D-41 Serial No. 37174505 and D-42 Serial No. 31866605.

Nov. 2, 1951

No. D-38

ELECTRICAL

Polarized Stop
Lamp Switch

MODELS:

D41 - D42

B. B. SETTLE

Director of Service

DODGE DIVISION

READ & CHECK

DEALER

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MECHANICS

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