# SERVICE BULLETIN

## PASSENGER CARS

SERVICE DEPARTMENT
DODGE
DIVISION OF CHRYSLER CORPORATION

TO ALL DODGE DIRECT DEALERS AND DEALERS:

October 22, 1951

No. D-6-A

SPRINGS

Checking

Front

Springs

This bulletin supplements Bulletin No. D-6 dated February 16, 1951.

CORRECT METHOD FOR CHECKING FRONT SPRING HEIGHTS

In checking front spring heights, there are two conditions which must be considered, either or both of which may exist on any one car. The methods for determining whether these conditions exist are described below:

1. To determine whether entire front end of car is too high or too low.

   With equal pressure in each tire and car on a level floor, with only the weight of the car on the springs (no passengers in car) measure with a steel rule from floor to center of grease fitting in forward bushing of lower control arm bar, as shown in illustration at "A".

   Then measure from floor to center of lower control arm pin, as indicated by "B".

   Subtract "B" from "A" and compare this figure with the corresponding figures in the following table. (Note that in the table a "plus" means that "A" is higher than "B" and a "minus" means that "A" is lower than "B".) If the computed figures for right and left sides both fall below the corresponding figures in the table, one spring spacer Part #1404216 on each side should be used. (See Sketch)

(Over)

MODELS:

D41 - D42

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

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Prtd. in U.S.A.

October 22, 1951

No. D-6-A

SPRINGS

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Front

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MODELS:

D41 - D42

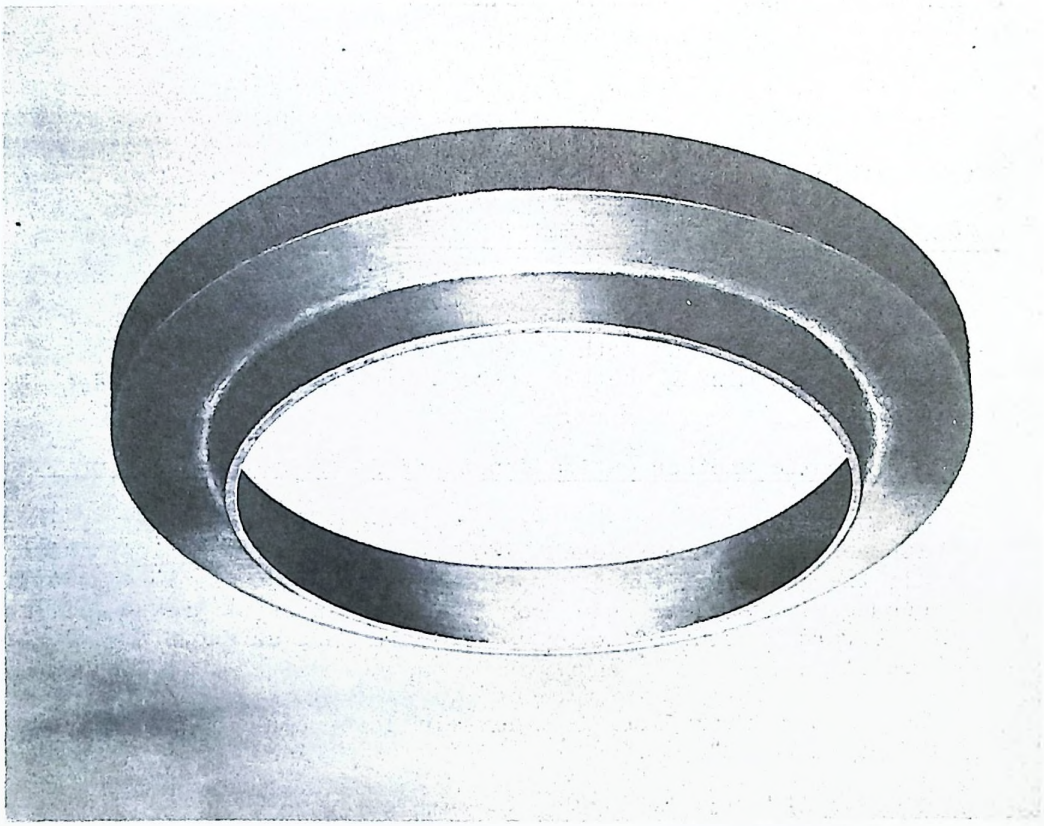

FIGURE 1

The use of these spacers (instead of replacing front spring) should restore the car to its normal height if it was too low, and will greatly assist in the conservation of hard to get steel. The installation of these spacers will also mean a height increase of at least 3/4" at the edge of the fender.

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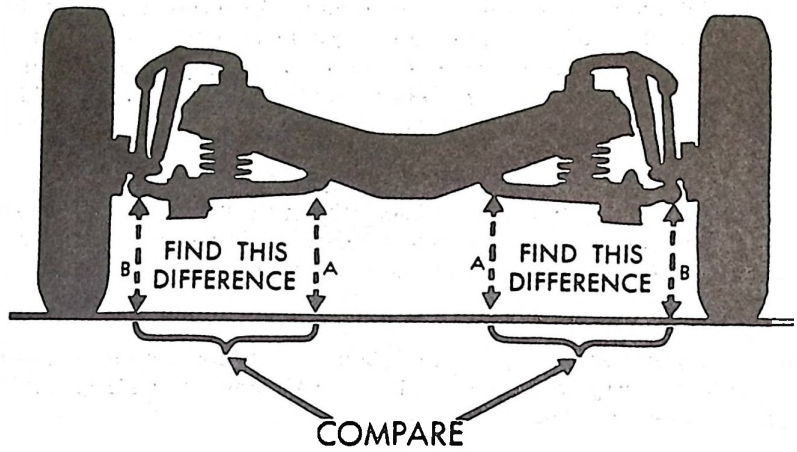


Checking Front Spring Height.
A. First Measurement
B. Second Measurement

MODELS:

D41 - D42

| MODELS | EARLY MODELS WITH STANDARD SPRINGS | LATE MODELS WITH STANDARD SPRINGS |
|---|---|---|
| D-41 | - 1/4" to -1 1/4" | ∕ 1/4" to - 3/4" |
| D-42 | ∕ 1/4" to - 3/4" | ∕ 3/4" to - 1/4" Except 8 Pass. |
| | | ∕ 1" to 0" 8 Pass. |

2. To determine whether car is out of level from side to side.

Compare the computed figures obtained previously for right and left sides with each other. If the two figures differ by more than 1/4", check both springs for correct installation at top and bottom. Look up into the center of each spring to make sure that the top coil completely surrounds the pilot flange in the frame front cross member. Also feel along the bottom coil to the end of the coil and make sure that it indexes correctly with the lowest point of the spring seat ramp. If the two springs are correctly installed and yet the "plus" or "minus" figures on right and left sides are still different from each other by more than 1/4", correction can be made by the use of spacer Part #1404216 on the low side which should be placed between the cross member seat and the silencer at top of the spring. Never use more than one of the new spacers. If more than one spacer is required, replace the spring.

Whenever front spring heights have been changed, either by spring replacement or by spacer installation, the front wheel alignment of the car must be rechecked.

Front spring height can also be effected by rear springs which are not within limits. However, since improper front spring heights

(Over)

SPRINGS

Checking

Front

Springs

likewise effect rear heights one cannot be conveniently isolated from the others. Since front springs have been the cause of most car height complaints it is recommended that procedure as outlined for checking and correcting front springs should be applied first and if not successful then rear springs should be checked.

With the front of the car level within 1/4" (1/4" applies to difference between right and left side computed figures as previously mentioned) there should not be more than 3/4" height difference between rear springs measured between top of main leaf and underside of frame just behind the axle housing.

Front and rear springs are expected to bottom under abnormal conditions particularly when road dips, railroad crossings and the like are encountered at fast speeds.

A change in front springs was made during the current model production to raise the front of the car approximately 1/2" at the fenders. The effective points of these changes are given below.

MODELS:

D41 - D42

EFFECTIVE POINTS OF FRONT SPRING CHANGES TO RAISE FRONT OF CAR 1/2"

| | DETROIT | SAN LEANDRO | LOS ANGELES |
|---|---|---|---|
| D-42 4 Door & Cl.Cp. | 31734696 | 45083917 | 45523664 |
| D-42 Conv.Cp. Diplomat & Est.Wag. | 31796821 | 45085606 | 45524047 |
| D-41 All | 37156030 | 48009206 | 48506531 |
| D-42 8 Pass. Sed. | 31827527 | | |

In all the above cases the change involved transferring the left spring to the right side and releasing a new left front spring of the same series but with one higher last number than the previous left.

In addition, on the 4 Door and Club Coupe only, a new series of front springs entered production at a later date than the above change. These new springs are 1330843-4 on the right and left side respectively replacing 864844-5. The effective points of this second change was:

| | DETROIT | SAN LEANDRO | LOS ANGELES |
|---|---|---|---|
| 4 Door & Cl. Coupe | 31801981 | 45088024 | 45525571 |

This later change also involved a change in lower control arms and sway eliminator to control arm bracket so that the two sets of springs are not interchangeable. The new control arms and brackets are the same as currently used in the Convertible Coupe and Diplomat models.

The following correction may assist in removing a metallic rattle that may be heard when driving on extremely rough, choppy, or washboard type roads.

Obtain a Lower Spring Silencer Part #854105 and cut off a portion as shown in following sketch. This will permit threading the rubber silencer pad between the first and second coils of the spring at the top.

To install this silencer, remove the weight of the car from the spring so that it can extend to the full rebound position. This will open the gap between the two upper coils sufficiently to permit installation of the silencer.

Place the silencer, upside down, between the spring coils and by means of a long screw driver, wind the silencer through the coils until it becomes wedged between the two top coils. Be sure that the silencer is tightly wedged in position so that it will not work free.

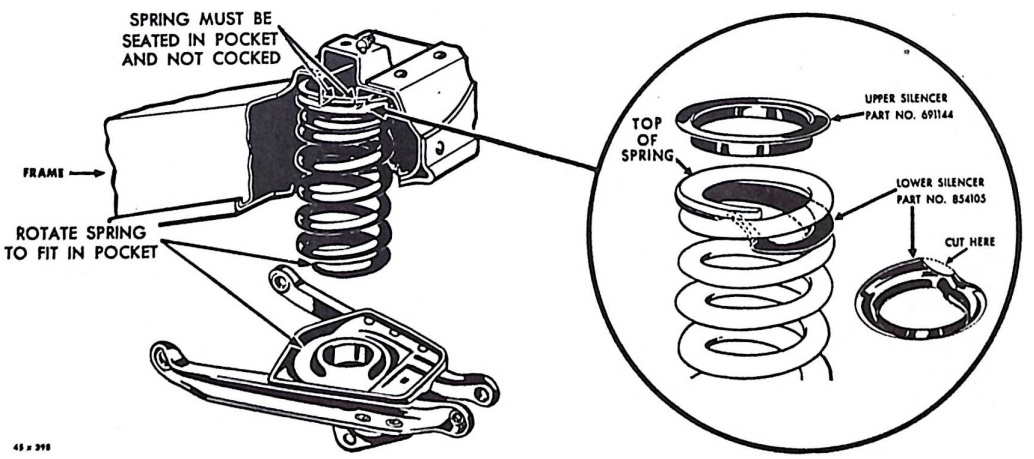


FIGURE 3

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 18, 1951

No. D-28

SPRINGS

Front Springs

A new front spring is now being used on the Model D42 4 Door Sedan and Club Coupe (except cars equipped with heavy duty springs).

The following list comprises all of the material affected by this change.

| | |
|---|---|
| Front spring (opposite drivers side) | 1330843 |
| Front spring (drivers side) | 1330844 |
| Sway eliminator cushion retainer. | 2-1313961 |
| Sway eliminator retainer to control arm bolt. | 2-1313478 |
| Lower control arm Right | 1313938 |
| Lower control arm Left | 1313939 |

Effective - Serial Numbers 31801981 -- Detroit Built
45523664 -- Los Angeles Built

MODELS:

D-42

4 Door Sedan

Club Coupe

B. B. SETTLE

Director of Service

DODGE DIVISION

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

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# SERVICE BULLETIN

## PASSENGER CARS

SERVICE DEPARTMENT
DODGE
DIVISION OF CHRYSLER CORPORATION

TO ALL DODGE DIRECT DEALERS AND DEALERS:

October 4, 1951

No. D-36

SPRINGS

Replacement Of Shock Absorber Lower Mounting Studs

MODELS:

D41 - D42

Occasionally, it may be necessary to replace the shock absorber lower mounting studs on Dodge passenger cars. These studs were riveted into the steering knuckle support. If this operation is not performed correctly, loose studs will result. In order to simplify, and make a more satisfactory repair, a new stud that is threaded on the end that protrudes through the steering knuckle, has been released for Service.

A thin nut has also been released to hold this mounting stud in position in the steering knuckle. This thin nut must be used on these studs in order to avoid a possible interference with the brake hose.

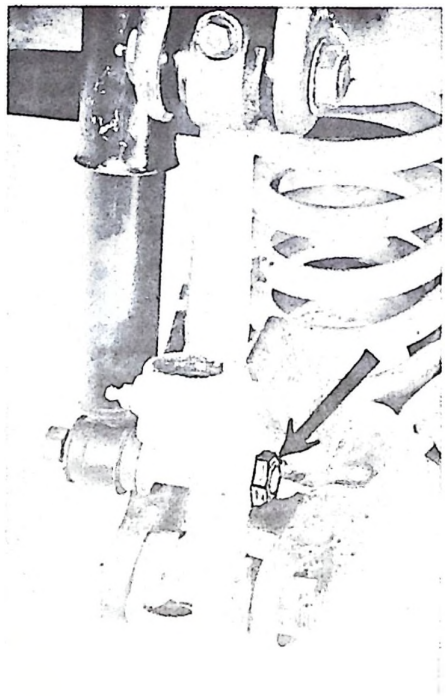

FIGURE 1

(Over)

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

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Prtd. in U.S.A.

October 4, 1951

No. D-36

SPRINGS

Replacement Of Shock Absorber Lower Mounting Studs

MODELS:

D41 - D42

The following list of studs and nuts should be used for replacement purposes:

| Old Stud | New Stud | Nut | Models | Tightening Torque |
|---|---|---|---|---|
| 1119674 | 1404148 | 114497 | 1949 | 65 - 75 Ft. lbs. |
| 1313952 | 1404147 | 114498 | 1950 | 90 - 100 Ft. lbs. |
| 1319784 | 1404146 | 114499 | 1951 | 110 - 120 Ft. lbs. |

It is essential that the correct tightening torque be applied when tightening these nuts.

B. B. SETTLE

Director of Service

DODGE DIVISION