

SERVICE BULLETIN

PASSENGER CARS



SERVICE DEPARTMENT
DODGE

DIVISION OF CHRYSLER CORPORATION

TO ALL DODGE DIRECT DEALERS AND DEALERS:

This bulletin supersedes Bulletin #D-34 dated September 26, 1951, which should be destroyed.

Complaints of engine stalling immediately after a kickdown or a governor downshift from fourth to third gear have been registered. After such stalling the engine may not start until the engine cools down and in some cases will not start at all. Investigation has disclosed that this condition may be caused by the failure of the diaphragm in the ignition interrupter switch assembly.

Should this condition exist, a simple check can be made to determine whether the interrupter switch is at fault. Remove the two wires (black and green) from the ignition coil. If the engine performs satisfactorily when these wires are removed the interrupter switch should be replaced.

Improvements were incorporated into the interrupter switch which will eliminate this stalling condition. These improved interrupter switches entered production at engine D42-239562 and can be identified by the number that is stamped on the hexagonal part of the switch. (See Sketch) All switches that are numbered 351 or higher should operate satisfactorily.



FIGURE 1

B. B. Settle
Director of Service
DODGE DIVISION

October 9, 1951

No. D-34-A

TRANSMISSION

Stalling Of
Engine Due To
Failure Of
Interrupter
Switch

MODELS:

D41 - D42

Equipped With
Gyromatic Trans.

READ & CHECK

DEALER	
MANAGER	
SERVICE MGR.	
PARTS MGR.	
MECHANICS	

9881

Prtd. in U.S.A.