

Service Bulletin



Information for Service Mgr. Shop Foreman Parts Mgr. Mechanics

TO ALL CHRYSLER AND IMPERIAL DEALERS:

If you experience a condition of loss of oil pressure, low oil pressure, or oil pressure slow in rising after starting the engine, the information in this bulletin may be of assistance to you.

The recommended procedure for diagnosing and correcting this condition is as follows:

- (1) Check engine oil level and bring up to full mark.
- (2) Replace the oil filter with a new MoPar Oil Filter Part No. 1851658-P.
- (3) Test the operation of the engine and if the oil pressure is normal, the replacement of the filter has corrected the condition.
- (4) If the oil pressure is unsatisfactory after the filter replacement, remove the oil pump assembly.
- (5) Disassemble and clean the pump thoroughly. Observe carefully for any dirt or foreign matter under the relief valve seat. Be sure the relief valve operates freely and will drop of its own weight in the bore.
- (6) Lubricate the pump rotors with clean engine oil. Assemble the pump using new gaskets. Install the pump and oil filter using new gasket and seal.
- (7) Start and operate the engine. Observe the oil pressure and engine operation.

POLICY: This bulletin is for technical information only and is not to be used as the authority to perform the operations.

C. T. McClure

C. T. McCLURE
Director of Service

Feb. 12, 1959

No. 59-36

ENGINE

LOSS

OF

OIL

PRESSURE

CHRYSLER
AND
IMPERIAL

ALL 1959
MODELS

3012

SERVICE BULLETIN

Service Department . . . Chrysler and Imperial Division
CHRYSLER CORPORATION



Information for Service Mgr. Shop Foreman Parts Mgr. Technicians

TO ALL CHRYSLER AND IMPERIAL DEALERS:

It has come to our attention that a quantity of production 180° thermostats used in our 1959 engines are stamped "160" on the gasket flange surface. The correct figure "180" is stamped on the bottom of the pellet but the presence of conflicting numbers may cause confusion.

Since non-air conditioned cars bear a decal instructing that a 160° thermostat be installed if methanol-type anti-freeze is used, there is the possibility of the 180° thermostat being mistaken for the 160° since the flange marking is visible without removing the unit. This might lead to unintentional use of the original equipment 180° thermostat with methanol and subsequent loss of protection.

It is recommended that any time a thermostat is examined for calibration marking, that the calibration mark on the pellet be used.

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C. T. McClure

C. T. McCLURE
Director of Service

March 5, 1959

No. 59-52

ENGINE

THERMOSTAT
MARKING

CHRYSLER
AND
IMPERIAL

ALL 1959
MODELS

3248

SERVICE BULLETIN



Service Department . . . Chrysler and Imperial Division

CHRYSLER CORPORATION

Information for Service Mgr. Shop Foreman Parts Mgr. Technicians

May 20, 1959

No. 59-72

TO ALL CHRYSLER AND IMPERIAL DEALERS:

The information in this bulletin supplements the information in Service Bulletin No. 59-36, dated February 12, 1959.

A change recently went into engine production starting with engine numbers MR-383-20101 and MR-413-19367. This change consists of a new oil filter base and a new oil pressure relief valve plunger in the oil pump assembly.

ENGINE

OIL PUMP

Oil Filter Base Assembly, MoPar Part No. 2120866 is available and should be used for replacement in cases where loss of oil pressure, as described in Service Bulletin No. 59-36, is encountered; except in those instances where it is necessary to replace the complete pump assembly due to scoring or unusual wear of the pump body and rotors.

The engine oil pump which incorporates the new oil filter base assembly is also available from your regular source of MoPar parts.

The new pump, MoPar Part No. 2120870 supersedes Engine Oil Pump Part No. 1737618 and should be used whenever it is necessary to replace a complete oil pump on a 1959 Chrysler or Imperial engine.

All parts listed in this bulletin are stock class code "P".

CHRYSLER
AND
IMPERIAL

ALL 1959

MODELS

P-1246-C

C. T. McClure

C. T. McCLURE
Director of Service

IMPORTANT: This bulletin contains valuable information and was prepared at considerable expense to be of service to you. Failure to use this information may cost you good will and money. We suggest that you insure it is read by all those concerned, and then filed for future reference in your Service Bulletin binder.

SERVICE BULLETIN

Service Department . . . Chrysler and Imperial Division
CHRYSLER CORPORATION



Information for Service Mgr. Shop Foreman Parts Mgr. Technicians

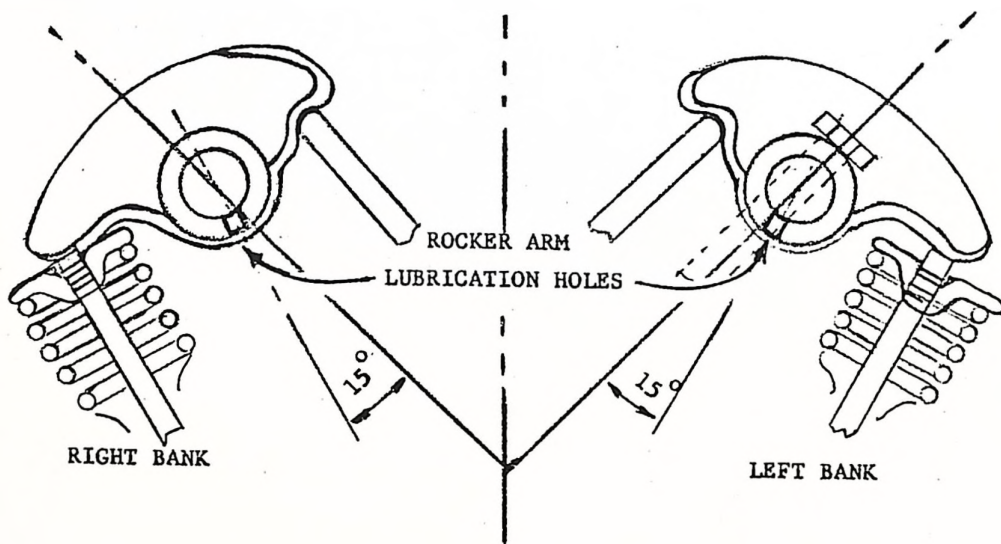
TO ALL CHRYSLER AND IMPERIAL DEALERS:

The service procedure for the removal and installation of the rocker arms and shafts is covered on page 53 of the 1959 Chrysler and Imperial Service Manual Supplement. You will note that reference is made to an arrow near the end of the rocker shafts to aid in location when installing the rocker shafts.

During the latter part of 1959 engine production, starting with engine numbers approximately MR383-17000, MR413-16000, the arrow identification on the rocker shafts was omitted. However, the rocker shafts can be readily identified by other means to allow correct assembly.

Should it be necessary to remove or replace the rocker shafts on 1959 Chrysler and Imperial engines of later engine numbers, and one or both rocker shafts does not carry the arrow identification, the following procedure will insure correct installation:

Install the rocker shafts so that the 3/16 inch dia. rocker arm lubrication holes point downward into the rocker arm and so that the 15° angle of these holes points toward the valve end of the rocker arms. See sketch below:



(Over)

Sept. 24, 1959

No. 59-100

ENGINE

ROCKER
SHAFT
IDENTIFI-
CATION

ALL
1959
CHRYSLER
AND
IMPERIAL
MODELS
P-3210-C

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Note: The 15⁰ angle of the rocker arm lubrication holes is determined from the center line of the bolt holes through the shaft which are used to attach the shaft and brackets assembly to the cylinder head.

It is important that the rocker arm shafts are installed, as outlined above, otherwise excessive oil spray and improper lubrication of the valve train components can result.

C. T. McClure

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Director of Service