

Service Bulletin



Information for Service Mgr. Shop Foreman Parts Mgr. Mechanics

Feb. 19, 1959

No. 59-41

TO ALL CHRYSLER AND IMPERIAL DEALERS:

On November 4, 1958, starting with car serial numbers M617-100908, M637-101003, and M657-100189, a production change went into effect incorporating the use of a new "Q" type bolt and a new muffler support clamp.

If you experience a condition of exhaust system rattle on cars built prior to this change, a correction may be made by installing Part No. 1948005-P Pipe Clamp Package which contains the new muffler support clamps, "Q" bolts and the necessary nuts and lock washers.

When installing the new Pipe Clamp Package, be sure to neutralize and align the exhaust system as described in the 1958 Chrysler and Imperial Service Manual and the 1959 Supplement.

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

C. T. McClure
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Director of Service

EXHAUST

MUFFLER
SUPPORT
CLAMP

IMPERIAL

ALL 1959

MODELS

2582



Information for Service Mgr. Shop Foreman Parts Mgr. Mechanics

TO ALL CHRYSLER AND IMPERIAL DEALERS:

If you experience an exhaust resonance or period which may be misinterpreted as an engine vibration, the information in this bulletin may be of assistance to you.

The resonance or period may be an accumulation of vibration or sounds of similar frequencies blended together which results in an unpleasant condition and may at times be described as a vibration, roar, rumble, or resonance.

The most likely cause of this condition is usually the misalignment or abnormal stressing of the exhaust system added to other normal or abnormal conditions. Therefore, it is recommended that when this condition is encountered that the diagnosis and corrections be performed following the procedure outlined below:

- (1) Road test the car with the owner to determine the exact condition or sound to which the owner objects, and the exact speed and load conditions under which it occurs.
- (2) Be sure the engine is correctly tuned and ignition timing correctly set to specifications. (You cannot expect smooth performance from an engine incorrectly tuned or incorrectly timed.)
- (3) General tightening of all chassis and body parts that might vibrate. Tighten the exhaust manifolds to the cylinder heads.
- (4) Loosen entire exhaust system (see illustration). Neutralize, align and tighten the entire exhaust system at each point of junction. It is very important that every part of the exhaust system is properly aligned and supported. The supports must carry the load in a truly vertical line, and the large diameter center of the oval muffler ellipse is in a true transverse horizontal plane. In some cases it may be necessary to heat the exhaust pipes and slightly bend them to obtain satisfactory alignment. Be sure the tail pipes are accurately located between the fuel tank and frame side member. Be sure that the support metal members are satisfactorily insulated and do not contact each other.

(Over)

March 5, 1959

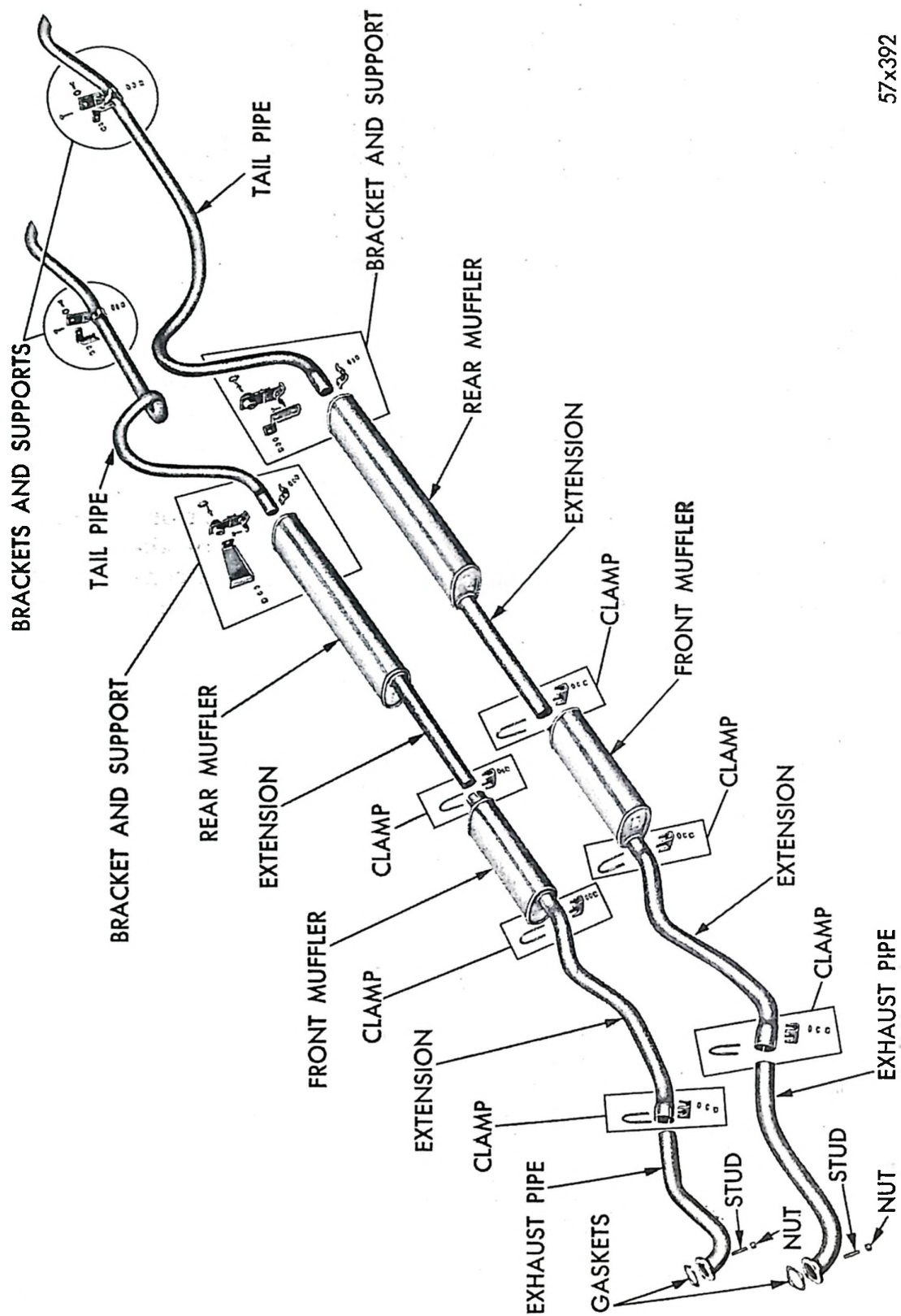
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EXHAUST

RESONANCE
OR
PERIOD

IMPERIAL
ALL 1959
MODELS

3183



57x392

- (5) Tighten the converter housing to engine block bolts. Tighten the transmission to converter housing bolts. Tighten the engine mount bolts.
- (6) Inspect the front engine mount insulators for a daub of yellow paint for identification. If the front engine mount insulators do not have a daub of yellow paint, or the identification number 1944723 moulded into the rubber, install pair of new softer natural rubber engine mount insulators in Part Number 1944724-P Engine Mount Package. Be sure there is clearance between the mounting insulator stud and the bottom of the slot in the frame brackets. If there is interference, deepen the slot in the frame brackets with a round file to obtain the clearance.
- (7) Inspect and tighten the generator mounting bracket and braces. Inspect the generator adjusting strap. If the inner (or lower) end is attached to the water pump manifold by the lower bolt, change the location of the strap so that it is attached with the upper bolt to the water pump manifold.
- (8) Inspect all pulleys of the belt drives. Replace any pulleys that have excessive runout or eccentricity.
- (9) Inspect the condition of the generator drive belt. If there is any doubt as to the condition, install new Belt Part Number 1674677-P on cars without air conditioning, or a pair of new Belts Part Number 1821912-P on cars with air conditioning. Adjust the belt tension according to the instructions in the 1959 Chrysler and Imperial Service Manual Supplement. Tighten the generator securely.
- (10) Inspect and tighten the carburetor air cleaner.
- (11) Inspect and tighten the fan blades. Tighten the fan shroud on those cars equipped with the shroud.
- (12) Inspect the engine compartment for any parts that may be improperly supported and coming in contact with the engine which may cause a resonance, and correct as required.

Road test the car to determine if the operations performed corrected the condition. A careful diagnosis and evaluation must be made as to whether any slight tremors that may be felt are but the natural period of the engine.

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