TECHNICAL SERVICE BULLETIN

Dodge

DART
CORONET
POLARA
MONACO

SERVICE DEPARTMENT

October 13, 1965

No. D66-6

ENGINE

Timing Chain
Case Cover
Screw

MODELS: 1966
Equipped with 273
and 318 Cu. In.
Engines

P-4199-C

The timing chain case cover screw directly under the water pump inlet will be omitted on all 1966 273 and 318 cu. in. engines. The tapped through hole in the cylinder block at this location will also be omitted.

The chain case cover will be left as is to retain interchangeability.

If a 1966 engine is rebuilt with an older short engine, which has the tapped through hole, screw #1731676 must be used to seal the water jacket.

R. H. KLINE
Manager-Service
DODGE DIVISION

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TECHNICAL SERVICE BULLETIN

Dodge

DART
CORONET
POLARA
MONACO

SERVICE DEPARTMENT

December 8, 1965

No. D66-23

ENGINE

Intake Manifold
Dowel Pin

MODELS: 1966 Cars Equipped With 273 and 318 Cu. In. Engines

P-5002-C

A change has been made in the 1966 after 273 and 318 cu. in. engines to incorporate a dowel pin in the center of the front and rear intake manifold gasket surfaces. This will position the gaskets and manifold during installation.

Service short engines and manifolds may or may not have the dowel pins and holes. If the intake manifold to be used is not drilled for the dowels, do not attempt to drill the manifold. Instead, remove the dowels from the block and assemble in the normal manner.

R. H. Kline
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DODGE DIVISION

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DODGE DIVISION CHRYSLER MOTORS CORPORATION

TECHNICAL SERVICE BULLETIN

Dodge

DART
CORONET
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MONACO

SERVICE DEPARTMENT

December 8, 1965

No. D66-22

ENGINE

Oil Pump Suction Pipe and Strainer Position

All engine oil pump suction pipe and strainer positions are designed for up to 1/8" interference with the engine oil pan. This assures maximum oil above the screen and also prevents the tube assembly from vibrating.

If the screen is positioned above the bottom of the pan the screen will vibrate against the pan causing a noise. Also the engine pump will starve on sudden acceleration and deceleration causing the warning light to come on. To correct these conditions the oil pump suction tube should be positioned in the cylinder block so the screen rests firmly on the bottom of the oil pan.

R. H. Kline
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DODGE DIVISION

MODELS: All

P-5004-C

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TECHNICAL SERVICE BULLETIN

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DART
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SERVICE DEPARTMENT

January 5, 1966

D66-47

ENGINE

Intake
Manifold

The three 1/4"-20 screws at the front and rear of the 426 Hemi intake manifold have been replaced by dowels.

When servicing the up-to engines with the screws it is important not to over-tighten them. The end screws should not be tightened more than finger-tight or a maximum of 10 inch lbs.

R. H. Kline

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DODGE DIVISION

MODELS:
1966 Coronet
Equipped with
the 426 Hemi
Engine

P-5426-C

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DART
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SERVICE DEPARTMENT

February 23, 1966

No. D66-57

ENGINE

Cold Engine Starting and Miscellaneous Information

MODELS: All 1966 Cars Sold in California

P-672-C

COLD ENGINE STARTING

The cold engine starting procedure for 1966 California CAP cars is different from that recommended in previous years.

This new procedure minimizes die-outs.

Pressing the accelerator to the floor and then releasing completely returns the accelerator to the starting step on the fast idle cam.

After the engine starts it should be allowed to run at fast idle for a short period before tapping the accelerator to reduce the speed.

The following is the step by step procedure. Please explain to your customers:

1. Press accelerator pedal to floor and then release.
2. Turn key to start position and release as soon as engine starts.
3. Allow engine to run for a short period then tap accelerator pedal to reduce idle speed.

SERVICING ENGINES WITH CAP SYSTEM

The current California law is very specific in that it requires 1966 cars to operate in a manner whereby the emmission of hydrocarbon vapors (unburned gasoline) and carbon monoxide from the exhaust systems should not exceed a specified maximum.

1966 Dodge cars when properly prepared and maintained will control the exhaust emissions to the level specified by the California law.

(Over)

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In order for the CAP system to operate properly the following three specifications are most important:

1. Air fuel ratio at idle must be in the range of 14.0 to 14.2.

2. Engine idle speed must be within 25 RPM of the specified value. Refer to Dodge Technical Service Bulletin No. D66-2.

3. Ignition timing must be within 2^{o} of the specified value. Refer to Dodge Service Bulletin No. D66-2.

DISTRIBUTOR VACUUM ADVANCE CONTROL VALVE BUZZ

The distributor vacuum advance control valve may buzz on some vehicles. This is usually heard for a period during deceleration.

Some customers may complain regarding the buzz and a correction may be desirable. This can be accomplished by using a fuel filter, P/N 2525254, as a surge chamber in the line between the vacuum valve and the intake manifold. The filter should be located as close as possible to the vacuum valve (within 2 inches). Cut out a section of the hose, if necessary, to prevent interference with other parts due to excessive hose length when the filter is inserted in the existing hose.

Check the valve setting and adjust if necessary, according to Dodge Technical Service Bulletin No. D66-2.

R. H. KLINE
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DODGE DIVISION

P-672-C

TECHNICAL SERVICE BULLETIN

Dodge

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SERVICE DEPARTMENT

April 12, 1966

No. D66-73

ENGINE

Engine
Oil Pump
Replacement

A very high percentage of the oil pumps returned from the field and replaced for the purpose of correcting oil pressure complaints are found to be completely satisfactory.

Low oil pressure is usually caused by excessive leakage from crankshaft, connecting rod, or camshaft bearings, not low pump capacity. Air leakage to the suction side of the pump can also contribute to the condition.

A flickering of the oil light while driving may be caused by mislocation of the suction pipe or low oil level. Severe cornering, hard acceleration, and panic type stopping will also cause the oil light to come on if the oil level is more than 1/2 quart below the add oil mark.

A complete loss of oil pressure on the six-cylinder engine is usually caused by failure of the oil pump drive gear or a stuck relief valve plunger.

LOW OIL PRESSURE AT IDLE

1. Check engine idle speed. Set to specification. Make sure oil used is of proper viscosity.

2. Check oil pressure with guage. If pressure if over 10 PSI the engine should be considered satisfactory. Replace pressure switch with Part Number 2822179.

3. If oil pressure is below 10 PSI remove oil pan and check as follows:

   (a) Check suction pipe for air leakage from possible cracked pipe or poorly formed thread at upper end of pipe or cylinder block.

   (b) Use oil pressure test tank and check for excessive oil loss from crankshaft, connecting rod, camshaft bearings, and oil gallery. Rotate crankshaft while testing.

(Over)

MODELS: All Models Equipped With 6-Cylinder Engine

P-1523-C

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4. If the above tests do not uncover cause for the low pressure replace oil pump.

OIL LIGHT FLICKERING WHILE DRIVING

1. Check oil level. Oil level more than 1/2 quart below add mark can cause light to flicker during cornering, stopping and starting.

2. Mislocation of oil pump suction pipe. Suction pipe oil screen should rest firmly at the bottom of oil pan.

NO OIL PRESSURE AT IDLE AND HIGH SPEED

1. Check the oil pressure relief valve for sticking or for foreign material on seat.

2. Check for oil pump drive gear failure. Replace pump if necessary.

R. H. Kline

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TECHNICAL SERVICE BULLETIN

Dodge

DART
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SERVICE DEPARTMENT

May 25, 1966

No. D66-73A

ENGINE

Engine
Oil Pump
Replacement

MODELS: All Equipped With Six-Cylinder Engines

P-2023-C

This bulletin supplements Bulletin No. D66-73.

If the oil filter standpipe valve sticks in the closed position a complete loss of oil pressure will result. Replace the standpipe assembly.

If the standpipe valve sticks in an open position the oil pressure indicator light will stay on longer than normal when the engine is started after sitting overnight. Replace the standpipe assembly.

Note:

Both of the above conditions can be checked by removing the standpipe assembly and probing the valve disc. Sometimes the light valve spring, if not properly formed, will wedge between the outer diameter of the valve disc and the inside diameter of the standpipe.

R. H. Kline

R. H. KLINE
Manager - Service
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TECHNICAL SERVICE BULLETIN

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SERVICE DEPARTMENT

May 4, 1966

No. D66-78

ENGINE

New Piston Ring Sets

New piston ring sets have been released for the 361, 383, 413, 426, 440 cu. in. standard engines and 426 cu. in. Street Hemi engine.

The part numbers of the new sets are as follows:

Eng. Displ. C.I.	361	*383 & 426	413	440	**426 Street Hemi
Bore Size	4.125"	4.25"	4.19"	4.32"	4.25"
Std. to .009" O/S	2808471	2808453	2808468	2808474	2808477
.020" to .029" O/S	2808472	2808454	2808469	2808475	2808478
.040" to .049" O/S	2808473	2808455	2808470	2808476	2808479

*Except 426 Street Hemi

**Also supersedes ring set 2448374 when specified for prior model 426 Maximum Performance (Ramcharger) engines.

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MODELS: All Where Applicable

P-1757-C

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