



Technical Service Bulletin

DATE 5-10-67
 NUMBER 67DT-8 MODEL VEHICLES EQUIPPED WITH DUAL MASTER CYLINDER
 GROUP BRAKES SUBJECT BLEEDING PROCEDURES
 SUMMARY BLEEDING MASTER CYLINDER AND BRAKE LINES, ALSO MASTER CYLINDER COMPENSATION CHECK.

1. Bleeding the Master Cylinder

Due to the extra components inside the master cylinder, it is more difficult to remove air bubbles than on past models. It is important that the master cylinder be purged of air before connecting the brake tubes. This can be done in the truck or on the work bench. The best method is to connect short lengths of brake tube (Tool C-4029) to the outlet ports and immerse the other ends in the master cylinder reservoirs.

Then apply the master cylinder pushrod full stroke until all air bubbles have ceased (this may require 20-30 applications). Until this step has been taken, manual or pressure bleeding is unlikely to dislodge the air bubbles.

2. Bleeding the Brake Lines

For bleeding air out of the brake lines, it is mandatory that bleed screws be fully open and given a minimum of one full turn. The reason is that a restricted gap at the bleed screw tends to compress any air bubbles that may be present. This makes it difficult to remove them.

Always be sure that the master cylinder reservoir contains an adequate amount of brake fluid so that air will not enter the brake lines. If the reservoir should drain dry, repeat item 1.

3. Results of Incorrect Bleeding

If the bleeder screws are not opened a full turn during bleeding, the brake pedal may feel firm and high at first, but after a few hours or overnight, the first brake application may depress the pedal almost to the floor. The second and subsequent applications may again produce a high firm pedal, but the pedal height will fluctuate inconsistently on the first application after any extended time of non-usage. This problem is due to air in the brake system sometimes coupled with incorrect power brake pushrod adjustment. The correction is to bleed all air out of the system as outlined in 1 and 2 then check for master cylinder compensation.

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4. Master Cylinder Compensation

The normal method of testing for correct compensation of the master cylinder by observing for a geyser of fluid in the reservoir upon lightly applying the brakes will not normally suffice when a tandem master cylinder is used. This method will usually show if the front compensating port is opened but the rear compensating port may not exhibit this characteristic disturbance. To check for correct opening of the rear (and possibly front) compensating port, pump the brake pedal rapidly several times, halting with the pedal depressed. Observe each reservoir chamber carefully and slowly release the pedal. If the compensating port is open a geyser of fluid will be observed showing that the port is open and the pushrod is not protruding too far. If no geyser is observed repeat several times then adjust pushrod length if the master cylinder is not compensating correctly.

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R. H. KLINE
Manager-Service
DODGE DIVISION



Technical Service Bulletin

DATE January 5, 1968

NUMBER 67DT-44 MODEL A100

GROUP BRAKES SUBJECT WHEEL CYLINDER

SUMMARY IMPROVED WHEEL CYLINDER DUST BOOT

A product improvement in the form of a changed brake wheel cylinder dust boot has been incorporated in 1968 model A-100 truck production. Service wheel cylinders under the numbers shown below contain this improved boot. These assemblies may be added if required to previous model vehicles which are operating in severe corrosive or contaminating conditions. It is recommended that all four wheel cylinders be replaced at the same time whenever it is found necessary to use the improved type.

<u>Part Name</u>	<u>Part Number</u>	<u>Stock Code</u>
Wheel Cyl. Assy., Front	2881628-9	"M"
Wheel Cyl. Assy., Rear	2881599	"M"

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R. H. KLINE
 Manager - Service
 DODGE DIVISION

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Technical Service Bulletin

DATE December 5, 1967
 NUMBER 67DT-46 MODEL D300 & W300
 GROUP SERVICE BRAKES SUBJECT REAR BRAKE DRUM MODIFICATION
 SUMMARY ADDITION OF A BRAKE SHIELD FOR OFF-ROAD OPERATION.

In some off road or extreme dusty operating conditions, particularly on models with single rear wheels, some owners may experience excessive brake wear due to dirt entering and contaminating the braking surfaces. If you receive complaints of this condition, a special protective shield can be fabricated and installed on the brake drum. The shield will further restrict the entry of mud, snow and dirt into the brake drum. Use the following procedure to install the shield:

1. Jack up the vehicle and remove the rear wheels.
2. Fabricate a brake shield blank as shown on the attached sketch (Figure 1).
3. Drill one 17/64 dia. hole in the center of the brake drum squeal ring as shown on the attached sketch (Figure 2).

NOTE: MAXIMUM DRILL LENGTH OF CLEAR HOLE IS .562.

4. Tap the hole with a 5/16 - 18 x 1/2" self tapping screw (P/N 180079).

NOTE: USE A GOOD MACHINE OIL AND BACK OFF SCREW OCCASIONALLY TO PREVENT TWISTING OFF THE SCREW.

5. Over-lap the two end holes of the shield and install on the drum. Snug screw at this time, do not tighten.
6. Slide the brake shield over the squeal ring (tap with hammer if necessary) and position so that the outside edge is flush with the squeal ring (Figure 2).
7. Drill and tap the remaining three holes in the drum squeal ring as outlined in steps three and four using the .375 dia. holes for location.

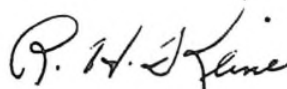
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8. Tighten the self tapping screws being careful not to twist the head off.
9. Replace the rear wheels and lower the truck.

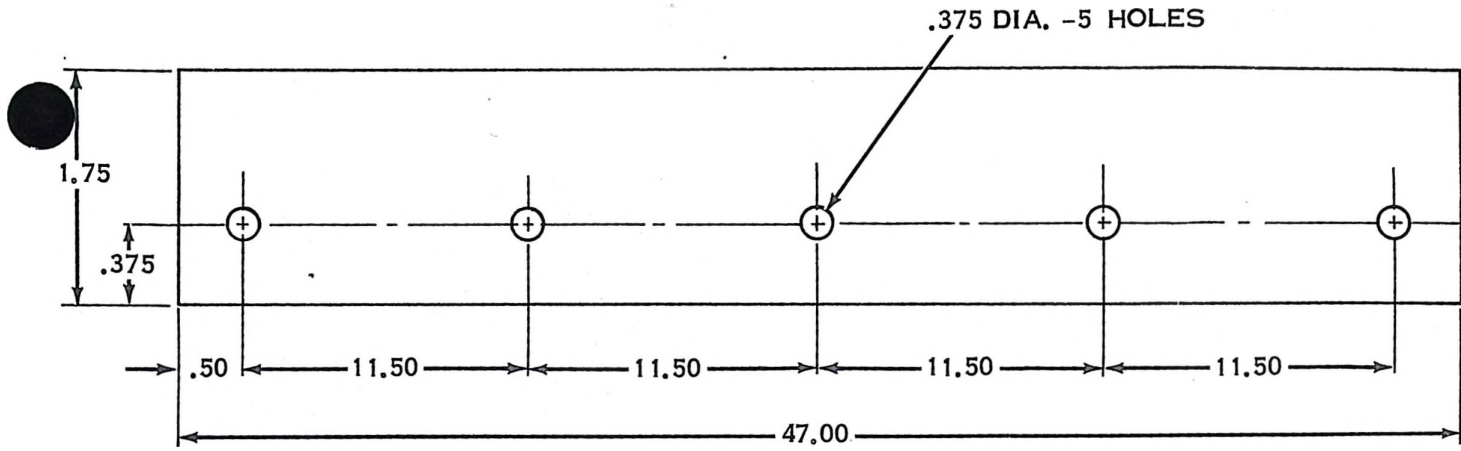
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R. H. KLINE
Manager - Service
DODGE DIVISION

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MATERIAL
18 GA. SHEET METAL

BLANK

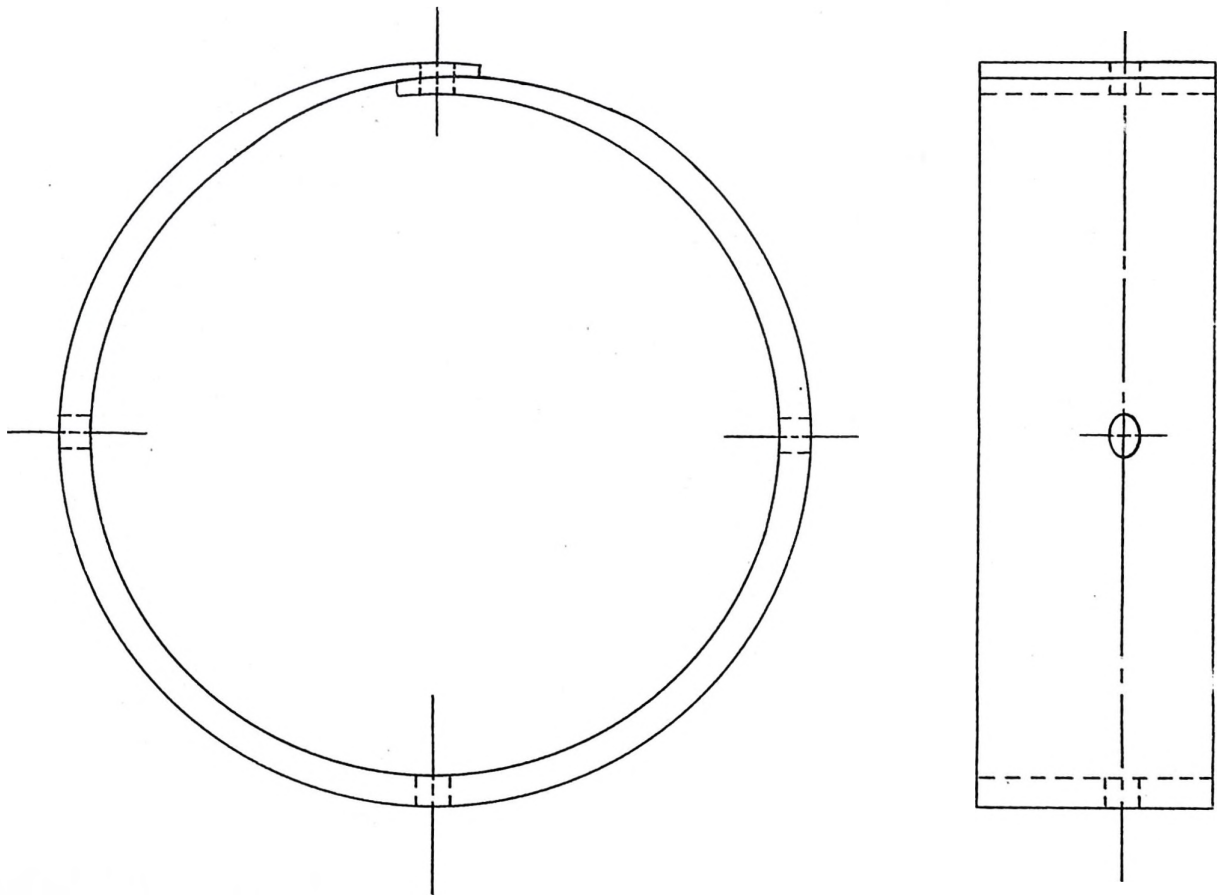
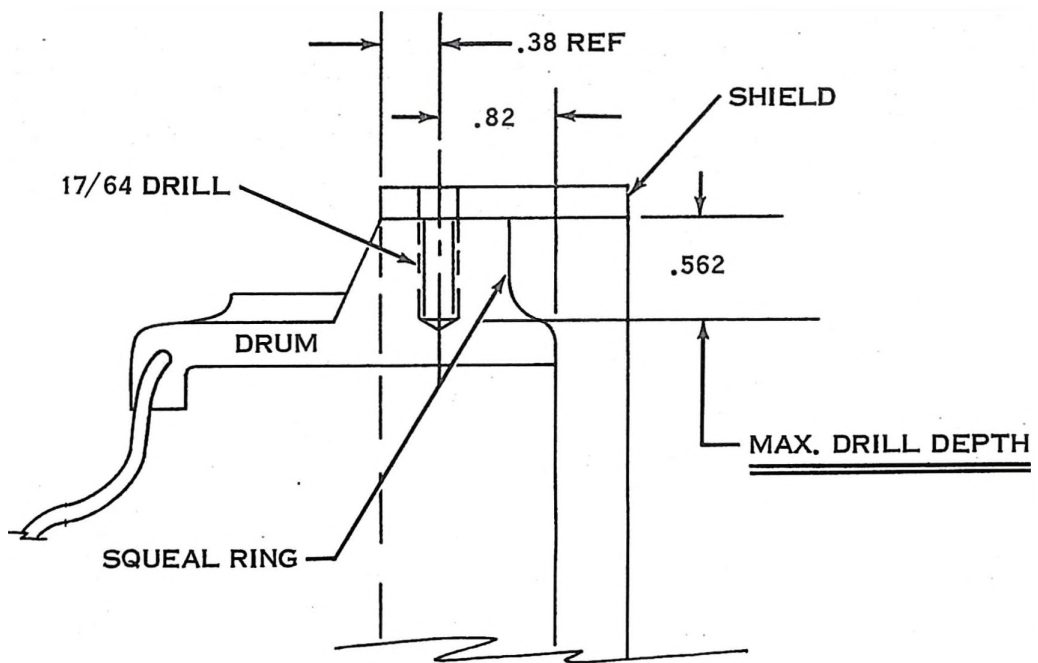


FIG. 1 BRAKE SHIELD



MOUNT BRAKE SHIELD TO DRUM FIG. NO. 2