



Technical Service Bulletin

DATE FEBRUARY 9, 1967
NUMBER 67DT-1 MODEL ALL, EQUIPPED WITH SHUTTERS
GROUP COOLING SUBJECT COOLING SYSTEM MODIFICATION
SUMMARY SHUTTERSTAT AND THERMOSTAT APPLICATIONS FOR DODGE TRUCKS.

A new 160° thermostat and 185° shutterstat have been released to reduce the radiator top tank temperature and the engine operating temperature. This will reduce the possibility of engine overheating while operating under extended heavy loads.

CAUTION: TO AVOID POSSIBILITY OF CYCLING THE SHUTTERS, THE SHUTTER-STAT AND THERMOSTATS SHOULD BE USED ONLY AS FOLLOWS:

Thermostat

160° (P/N 2463441)

Shutterstat

185° (P/N 2826195) Air
(P/N 2826196) Vacuum

Replacement shutterstat assemblies are available by direct order from Kysor Industries in Cadillac, Michigan.

Thermostat listed is stock Class Code "V".

Policy: Information only.

R. H. Kline
Manager - Service
DODGE DIVISION

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Technical Service Bulletin

DATE September 15, 1967
 NUMBER 67DT-1A MODEL CT700,800,900, C850, C1000 W/RADIATOR SHUTTERS
 GROUP COOLING SUBJECT 160° THERMOSTAT APPLICATIONS
 SUMMARY 160° THERMOSTAT TO BE USED IN CONJUNCTION WITH SHUTTERSTAT ON SUBJECT MODEL TRUCKS.

NOTE: The information in this bulletin supersedes that contained in Technical Service Bulletin 67DT-1. Remove bulletin 67DT-1 from your files and replace it with bulletin 67DT-1A.

A 160° thermostat (P/N 2463441) has been released for use with subject truck models equipped with radiator shutters. The 160° thermostat will be used only in conjunction with the 185° shutterstat. The 180° thermostat (P/N 2128994) will continue to be used with subject model trucks not equipped with radiator shutters.

The combination of the 160° thermostat and 185° shutterstat is designed to maintain a more constant engine operating temperature. This will reduce the possibility of engine overheating while operating under extended heavy load.

For proper radiator shutter operation, the thermostat must override the shutterstat by approximately 15°. Therefore, only the following combination of thermostat and shutterstat should be used.

<u>Thermostat</u>	<u>Shutterstat</u>
160° (P/N 2463441)	185° (P/N 2909235) Air & Vacuum

Replacement shutterstat assemblies are available by direct order from Kysor Industrial Corp., 1100 W. Wright, Cadillac, Michigan.

Thermostat listed is Stock Class Code "V".

Policy: Information only.

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 DODGE DIVISION

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Technical Service Bulletin

DATE October 6, 1967

NUMBER 67DT-27 MODEL TRUCKS EQUIPPED WITH PERKINS 6.354 ENGINES

GROUP COOLING SUBJECT FILLING OF THE COOLING SYSTEM

SUMMARY INSTRUCTIONS FOR OBTAINING PROPER COOLANT LEVEL.

Instances have been reported in service of overheating with respect to 6/354 engines fitted with the low position water pump i.e. those where the pump is mounted on the cylinder block.

On inspection it has been found to be caused by insufficient coolant in the system and this may be due to a clogged jiggle-pin, which will not allow air to escape during filling and the cooling system will appear to be full when in fact it is not.

The jiggle-pin is situated in the water outlet body which houses the thermostat and its function is to allow air to escape during filling of the cooling system. Its exact location varies, according to application and it is not always accessible.

The jiggle-pin may become clogged following periods of lay-up or if the cooling system has been drained and allowed to stand for a number of days. Should clogging be suspected after filling the cooling system in the normal manner, the temperature gauge sender or blanking plug (whichever is fitted) should be removed from the top of the cylinder head. This is located on the fuel pump side, at the front end. If water does not come out of this hole, continue filling the system until it does and then replace the temperature gauge sender or blanking plug. Top off the radiator and run the engine for a few minutes, topping off the radiator again if necessary.

Policy: Information only.

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