



Technical Service Bulletin

DATE JULY 31, 1967
 NUMBER 67DT-13 MODEL P200,300,400,C500,L600
 GROUP ENGINE SUBJECT POSITIVE CRANKCASE VENT REQUIRED ON 1968 VEH.
 SUMMARY INSTALLING POSITIVE CRANKCASE VENT SYSTEM ON THE ABOVE MODEL VEHICLES.

Health, Education and Welfare Department of the U.S. Government requires that all 1968 model gasoline vehicles be equipped with the closed, positive crankcase vent system. Therefore, all "C" Series P200, 300, 400, C500 and L600 model vehicles must be updated if they are to be sold as 1968 trucks.

The closed crankcase vent system is standard equipment on all "C" Series vehicles. Fumes from the engine crankcase are sucked through a hose from the rocker cover to the intake manifold. An orifice and check valve are located at the rocker cover end of hose to prevent possible back flow and to regulate flow quantity. If this valve is plugged, fumes can flow out the vented oil filler cap to the atmosphere. To prevent atmospheric contamination, a hose from the oil filler cap to the carburetor air cleaner is installed, thus making the system "Positive". If the orifice or check valve is plugged, fumes flow into air cleaner and are burned in the combustion chambers prior to reaching the atmosphere.

POSITIVE CRANKCASE VENT INSTALLATION INSTRUCTIONS

If you encounter vehicles that require the positive crankcase vent system to meet the U. S. Government requirements, a new carburetor air cleaner, hose and clamps, and oil filler cap are required. The service part number chart and engine schematic on reverse side will be helpful to perform the conversion. These parts are available from MoPar Parts Division.

POLICY: Submit a Warranty Repair Order for parts and labor in the normal manner.

R. H. KLINE
 Manager - Service
 DODGE DIVISION

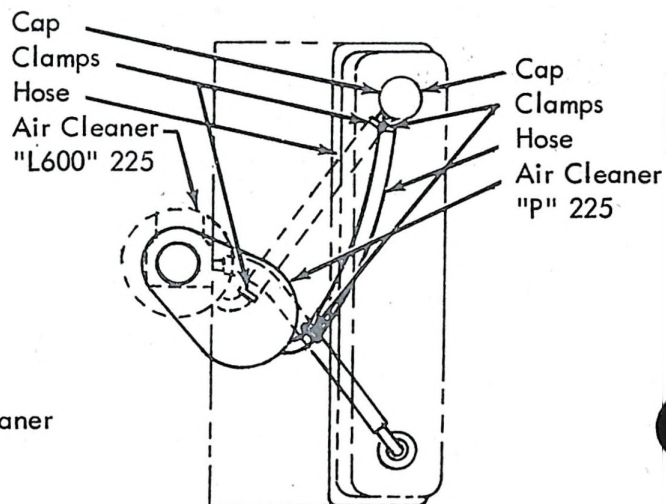
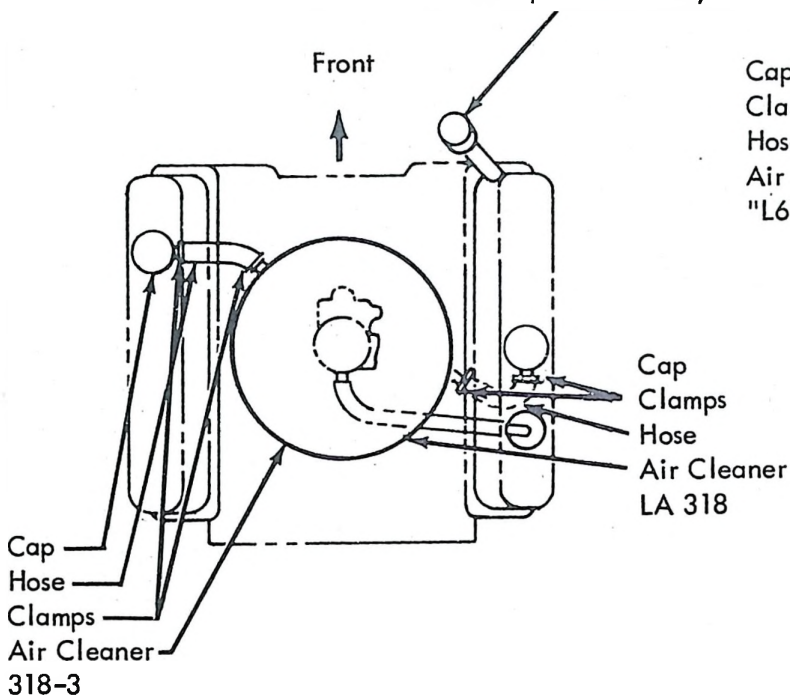
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| <u>Model</u> | <u>Engine</u> | <u>Air Cleaner P/N & Class Code</u> | <u>Common Parts</u> |
|--------------|---------------|---|---------------------|
| P200,300,400 | 225 Cu. In. | 2532742 D-1 (1 Pt.) | 1930488 Hose P2 |
| P200,300,400 | 225 Cu. In. | 2508921 P-1 (1 Qt.) | 111606 Clamp |
| L600 | 225 Cu. In. | 2465083 P-2 | 2463989 Cap S-5 |
| P200,300,400 | 318 LA | 2658385 L | |
| P200,300,400 | 318-3 | 2463969 S | |
| C500,L600 | 318-3 | 2463969 S | |

Oil Filler Tube
& Cap - L600 Only



P200, 300, 400 Special Equip.
C500, L600
318 ENGINE

P200, 300, 400
225 ENGINE

Procedure

1. Install new air cleaner and oil filler cap.
2. Cut #1930 488 (5/8 I.D.) hose as required to neatly dress air cleaner to filler cap.
3. Install hose using 111606 clamp at each end.



Dodge

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Technical Service Bulletin

DATE October 6, 1967

NUMBER 67DT-30 MODEL All

GROUP ENGINE SUBJECT PERKINS ENGINE EXHAUST

SUMMARY CAUSES OF UNCLEAN DIESEL EXHAUST

Recent legislation concerning air pollution has pointed up the need for clean Diesel exhaust. Recent reports from the field indicate a need for closer examination of both new and in-service units in order to comply with the new regulations.

The most prevalent causes of abnormal exhaust smoke in the Perkins range of engines have been found to be as follows:

1. Improper fuel.
2. Engine cooling water temperature too low.
3. Air System:
 - (a) Air Cleaner blocked or of insufficient capacity.
 - (b) Collapsed hose between air cleaner and manifold.
 - (c) High oil level in oil bath air cleaner (if fitted)
 - (d) Incorrect valve adjustment (lash).
 - (e) Faulty cold starting aid (CAV-Thermostat) allowing fuel to leak into intake manifold.
4. Fuel Injection Pump:
 - (a) Incorrect pump for application.
 - (b) Incorrect adaptor plate between pump and engine (if fitted).
 - (c) Timing mark on pump incorrectly indexed to mark on engine or adaptor plate; pump otherwise incorrectly timed to engine.
 - (d) Governor high idle (fly-away) speed set too high.
 - (e) Incorrect or mixed size high pressure pipes.
5. Fuel Injectors:
 - (a) Incorrect injector for application.
 - (b) Opening ("popping") pressure too high or low.
 - (c) Nozzle/needle assembly stuck or in otherwise poor condition.
 - (d) Injector not fitted to engine properly, i.e., none or two or more injector seating washers fitted.

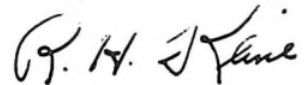
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NOTE: These elements are by no means all of the items which can cause abnormal exhaust emittance. They represent the first components to check before an extensive engine tear-down is contemplated. Consult the appropriate Workshop Manual for the proper procedure to correct the above faults.

Policy: Information only.



R. H. KLINE
Manager - Service
DODGE DIVISION

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Technical Service Bulletin

DATE October 18, 1967

NUMBER 67DT-34 MODEL D, W-100,200,300

GROUP ENGINE SUBJECT 318 V-8 AIR CLEANER ELEMENT

SUMMARY CHECK FOR INCORRECT 318 V-8 AIR CLEANER ELEMENT

Some air cleaner element manufacturers published catalogs specify an incorrect replacement element for 1967 D, W-100,200,300 Model Dodge Trucks equipped with 318 V-8 engines. This incorrect element is 1/2 inch shorter in height and proper element to housing seal is not obtained. Unfiltered air can enter carburetor and cause possible excessive oil consumption, abnormal wear, and eventual engine failure.

The proper replacement air cleaner element for the 318 V-8 engine in "D" and "W" model trucks is approximately 3 1/4 inches in height. A partial list of manufacturers correct part numbers corresponding to this height dimension is:

| | |
|--------------------|-----------------|
| Fram - CA-162PL | Atlas - A-8 |
| Purolator - AFP-14 | Wix - DT-41 |
| A.C. - A83C | MoPar - 1946923 |

The incorrect air cleaner element is approximately 2 3/16 inch high and is marketed under the following numbers:

| | |
|-----------------|-----------|
| Fram CA-160PL | Atlas A-4 |
| Purolator AFP-4 | Wix DT-20 |
| A.C. A49C | |

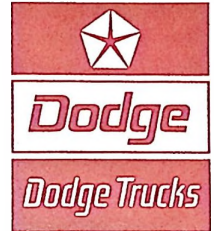
NOTE: NO DISCREPANCY OCCUR IN MOPAR CATALOGS.

Warranty claims against engine failures caused by installation of incorrect air cleaner element will not be honored by Chrysler Corporation. It is important to check for correct air cleaner element usage when engine tune-ups or service is performed on the subject vehicles.

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Technical Service Bulletin

DATE November 10, 1967
NUMBER 67DT-43 MODEL PC500 & PC600
GROUP ENGINE SUBJECT PERKINS ENGINE HEAD GASKET
SUMMARY RELEASE OF NEW IMPROVED HEAD GASKETS FOR PERKINGS ENGINES

New improved Victor cylinder head gaskets have been released for the Perkins Diesel 6-354 engine and are available through MoPar.

Engines built prior to Serial Number XXX-8060000 have 7/16" diameter head studs. When replacing the cylinder head gasket on these engines, use the new gasket, P/N 2236542, which supersedes P/N 2236507.

Engines built after Serial Number XXX-8060000 are built with 1/2" diameter head studs. If replacement of this cylinder head gasket is necessary, use the new gasket P/N 2236534 which supersedes P/N 2236478.

Due to the similarity of construction between the new gaskets (P/N 2236542 and P/N 2236534), an identification notch was added to the 7/16" gasket, P/N 2236542. The notch is located opposite the number six cylinder.

Part numbers listed are stock class code T1.

Policy: Information only.

A handwritten signature in black ink that reads "R. H. Kline".

R. H. KLINE
Manager - Service
DODGE DIVISION

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