

SERVICE BULLETIN



SERVICE DEPARTMENT
DODGE
DIVISION OF CHRYSLER CORPORATION

TO ALL DIRECT DEALERS AND DEALERS:

Oct. 3, 1945

Beginning immediately, all fluid drive assemblies shipped from the Parts Division will be equipped with bushings rather than bearings in the runner hub.

No. D-133

If it ever becomes necessary to replace the bushings, the same Miller tool can be used to remove them and drive the new bushings into place as is used in the case of bearings. However, after they are installed, they must be burnished using Miller tool, C-648. This is a very necessary part of the operation for if the clearance between the bushings and clutch shaft is not correct, the clutch may drag and gear clashing may be experienced.

CLUTCH

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FLUID DRIVE

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Both individual bushings and bearings will be available until our stock of bearings is exhausted, after which time, bushings only will be supplied as they are perfectly interchangeable. It is, therefore, advisable for you to make arrangements to secure the proper tools as soon as possible.

In servicing a fluid drive unit which leaks, it is sometimes very difficult to determine just where the leakage is occurring and this has resulted in the replacement of complete assemblies whereas, the unit could have been repaired by simply replacing certain rather inexpensive parts. It is, however, now possible to determine the exact point of leakage by using Miller tool C-668, Fluid Drive Test Tool, and testing by immersing in water and watching for air bubbles in the same way that a leak is found in a tire tube.

MODEL

D19 and D22

In using this tool, which is similar to a tire valve, the fluid drive assembly should be removed from the car and drained. Then, one of the filler plugs should be removed and the tool inserted in its place. The unit should be inflated to twenty (20) pounds air pressure and immersed in water to locate the leak. There is one precaution that must always be observed - NEVER USE MORE THAN 20 POUNDS AIR PRESSURE.

After the point of leakage is found, it can be determined whether the unit can be repaired or not. Most leaks will be found at the Fluid drive bellows seal and it is generally necessary to simply replace the floating seal ring. However, when making this replacement, the surface of the seal, which contacts the seal ring, should be carefully examined to be sure it is perfectly smooth. If not, the seal as well as the seal ring should be replaced.

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Prtd. in U. S. A.
14788

PARTS

Oct. 3, 1945

- 1-868381 Fluid drive runner hub inner bushing - front
- 1-868382 Fluid drive runner hub inner bushing - rear

No. D-133

TOOLS

CLUTCH

C-670 Fluid Drive Service Tool Kit Contains:

- 1-C545 Wrench, Oil Seal Retainer Nut
- 1-C589 Wrench, Fluid Drive to Crankshaft Nut
- 1-C607 Wrench, Fluid Drive Clutch Backing Plate Retainer Nut
- 1-C609 Arbor, aligning Clutch Driven Plate
- 1-C613 Sleeve, Bellows Seal Compression
- 1-C627 Drift, Runner Hub Bearings and Bushings
- 1-C645 Puller, Runner Hub Bearings and Bushings
- 1-C648 Burnisher, Runner Hub Bushings
- 1-C665 Puller, Fluid Drive Clutch Backing Plate
- 1-C668 Plug, Fluid Drive Unit Testing
- 1-C704 Case

FLUID DRIVE

MODEL

D19 and D22

The above can be ordered as a complete kit or as individual parts
Orders should be sent to the Miller Manufacturing Co., 1725 16th
Street, Detroit 16, Michigan.

Enter this bulletin number and subject in your Dodge Passenger Car
Shop Manual under Group - Clutch.

Paul Vopper
 Technical Service Manager
 DODGE DIVISION