

SERVICE BULLETIN



SERVICE DEPARTMENT

DODGE

DIVISION OF CHRYSLER CORPORATION

TO ALL DIRECT DEALERS AND DEALERS:

One of the more important precautions that should be observed in the maintenance of automotive vehicles - both cars and trucks - is the prevention of the formation of scale, rust, and corrosion in the cooling system.

When rust first forms in the radiator and engine, it will form a coating which acts as an insulation with the result that the heat is not dissipated into the coolant and overheating may result. This overheating may not be noticeable on the temperature gauge, but will result in valves burning and other difficulties within the engine. Then, as the corrosion progresses, rust and scale will flake off and clog the radiator or water passages in the engine and cause overheating.

If the corrosion is not checked, but is allowed to continue far enough, it will eat holes in the water distributing tube. This tube serves the very important function of directing the coolant to the hottest points in the engine, that is, the valves and valve seats. The coolant passes from the water pump into the tube and then out through holes which are so located that streams of coolant are directed at these hot spots. However, if corrosion occurs or the tube becomes rusted through at different points, the coolant will pass out these additional holes and burning of valves will result due to their not being properly cooled.

The importance of the continuous use of MoPar Rust Resistor in the cooling system, as a corrosion and rust preventative, cannot be over-emphasized and should be brought to the attention of everyone in your organization as well as your owners.

In using the MoPar Rust Resistor, one pint is sufficient in all Dodge passenger car and truck engines with the exception of the 3 ton, both gas and Diesel, in which two pints should be used due to their greater cooling capacity. If, during the winter months, an anti-freeze containing a rust inhibitor is used, it is, of course, not necessary to add an additional supply of rust resistor. However, when the cooling system is drained in the spring, rust resistor should be immediately added.

Enter this bulletin number and subject in your shop manuals under Group- Cooling System.

B. B. SETTLE
Director of Service
DODGE DIVISION

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COOLING SYSTEM

RUST RESISTOR

All Models