

SERVICE BULLETIN



SERVICE DEPARTMENT
DODGE

DIVISION OF CHRYSLER CORPORATION

TO ALL DIRECT DEALERS AND DEALERS:

The importance of adequate protection of engines against dust cannot be over-emphasized. Dust is a definite abrasive - acting similar to sand paper - and if allowed to enter the engine, can soon cause enough wear of the cylinder block, pistons, bearings, and other parts, to make expensive major repairs necessary.

Dodge passenger cars and trucks are equipped with adequate protective devices - it being only necessary to provide proper maintenance - and you can be of real help to your customers by calling these devices to their attention, explaining how and how often they require attention. Also, be sure that everyone in your organization is fully conscious of the value of this protection and that your Service Department is checking the cleaners on every vehicle coming to them for service, and suggesting, if necessary, that they be serviced.

Following is a list of these protective devices together with the methods of servicing. THE MILEAGES GIVEN ARE FOR NORMAL CONDITIONS ONLY. VEHICLES OPERATED OVER DUSTY ROADS WILL REQUIRE MORE FREQUENT ATTENTION - IN FACT, UNDER EXTREME CONDITIONS, ONCE A DAY MAY BE NECESSARY.

CARBURETOR AIR CLEANER

Air cleaners should be serviced every 1000 miles. If the cleaner does not have an oil sump, remove the filter element, wash it in kerosene and let dry. Then dip it in SAE 50 fresh engine oil.

If the cleaner has an oil sump, remove the filter element and wash it in kerosene. Empty the dirty oil from reservoir, clean out pan, and refill to indicated level, using SAE 50 fresh engine oil for temperatures above 32°F or SAE 20 W for temperatures below 32°F.

If SAE 50 oil is not available, SAE 40 or SAE 30 can be used.

FILLER PIPE AIR CLEANER

Wash in kerosene and re-oil with SAE 50 engine oil every 2000 miles. If SAE 50 oil is not available, SAE 40 or SAE 30 can be used.

OIL FILTER

The oil filter should be replaced every 8000 miles. If the filter is of the replaceable element type, it is simply necessary to drain the oil out of the filter by removing the pipe plug and replace the element.

Dec. 1945

No. D-144

ENGINE

Protection

From Dust

ALL

MODELS

Prtd. in U.S.A.
14765

Dec. 1945

BRAKE BOOSTER AIR CLEANER (TRUCKS)

No. D-144

ENGINE

The air cleaner on the brake booster should be removed and washed in Kerosene every 6000 miles - in recently built trucks the air cleaner is located under the seat in the cab with a tube running to the booster valve. It is advisable to examine the tubes, running from the booster to the intake manifold, every time the air cleaner is serviced, for if they are broken or the connections loose, dust may be sucked into the engine.

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Protection

From Dust

When dust conditions are especially severe, it is advisable to examine the oil at frequent intervals and drain whenever it is found to be contaminated with dust or dirt.

Enter this bulletin number and subject in your Shop Manuals under Group - ENGINE.

ALL

MODELS

B. B. SETTLE
Director of Service
DODGE DIVISION

SERVICE BULLETIN



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TO ALL DIRECT DEALERS AND DEALERS:

The use of the push button control for the starter motor makes it necessary to slightly revise the instructions for starting the new Dodge (Model D-24) since the design of the starter mechanism no longer includes a provision for partially opening the carburetor throttle automatically.

Therefore, your new car purchasers should be instructed as follows:

To Start The Engine In Cold Weather

1. Disengage the clutch.
2. Turn the ignition switch "On."
3. Press the accelerator pedal to give about 1/3 throttle opening or pull throttle button out to give about 1/3 throttle opening.
In extreme cold weather, to insure easy starting, it is advisable to pull out the throttle button rather than press the accelerator pedal and to maintain this position until the engine runs smoothly.
4. Press the starter motor control button and keep the starter operating until the engine starts; then release the starter control button.
Note: If the starter motor disengages due to a momentary start of the engine - release the starter motor control button until the engine and the starter motor are at rest. Then, again press the starter control button.

If the engine does not start readily (within approximately 10 to 15 seconds) - then release the starter motor control button and allow the battery to recuperate for a few moments (about 2 minutes) - then re-engage the starter and crank the engine as before.

Caution: Do not pump the accelerator pedal at any time as this may cause the engine to be flooded with excess fuel and prevent prompt starting.

5. If the engine becomes flooded at any time (when starting either a hot or cold engine) - press the accelerator pedal down fully to a full open throttle position and operate the starter continuously ignition switch "On" until the engine starts.

Mar. 7, 1946

No. D-149

ENGINE

Starting Hot

or

Cold Engine

MODEL D-24

10021

Prtd. in U.S.A.

To Start The Engine In Warm Weather

Mar. 7, 1946

No. D-149

ENGINE

Starting Hot

or

Cold Engine

1. Disengage the clutch.
 2. Turn the ignition switch "On."
 3. Press the accelerator pedal to give about 1/3 throttle opening or pull hand throttle out to give about 1/3 throttle opening.
 4. Press the starter motor control button to operate the starter and start the engine.
- Caution: Do not pump the accelerator pedal at any time - either before or during the starting procedure as this will flood the engine with excess fuel and cause difficult starting.

MODEL D-24

B. B. SETTLE
Director of Service
DODGE DIVISION

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DODGE
DIVISION OF CHRYSLER CORPORATION

TO ALL DODGE DIRECT DEALERS AND DEALERS:

The obtaining of the benefits of the long life and excellent performance that is originally built into Dodge cars and trucks is largely dependent on the care exercised during the "break-in" period.

The engines of these vehicles are purposely built to very close limits as, after they are properly broken in, this results in an extremely quiet, efficient and trouble-free unit.

It is highly important that the top speed of the engine be limited to a reasonable figure by not driving the vehicle faster than 40 miles per hour in high gear and not overspeeding the engine when driving in the lower transmission gears, for the first 250 miles. Also, the vehicle should not be driven at sustained high speeds for at least the first 1000 miles.

When proper care is exercised, the working parts of the engine gradually become polished and properly seated - the engine bearings, for instance, become burnished to a smooth glazed surface and the piston rings become seated against the cylinder walls to form a proper seal.

During the time the piston rings are becoming seated against the cylinder walls, some oil may get past the rings into the combustion chamber and be consumed and the owner may be concerned over the amount of oil being used. However, after the rings become properly seated, the amount of oil being used will drop to normal.

It has been brought to our attention that some gas station attendants are not entirely familiar with the proper level of oil in our engines and are urging owners to add oil to bring the level up to the "FULL" mark on the oil level indicator. The oil level is then too high, resulting in loss of the excess oil and leading the owner to believe that there is something wrong.

The oil level indicator is marked with three lines; the upper being the "FULL" mark, the lower the "1/2 FULL" mark, and the one between the two, the running level. The oil level should be kept up to but not above the running level mark.

It is suggested that you convey this information to your owners when delivering new vehicles.

B. B. SETTLE
Director of Service
DODGE DIVISION

May 1, 1946

No. D-158

ENGINE

"Break-in" Period

ALL MODELS

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