

# SERVICE BULLETIN



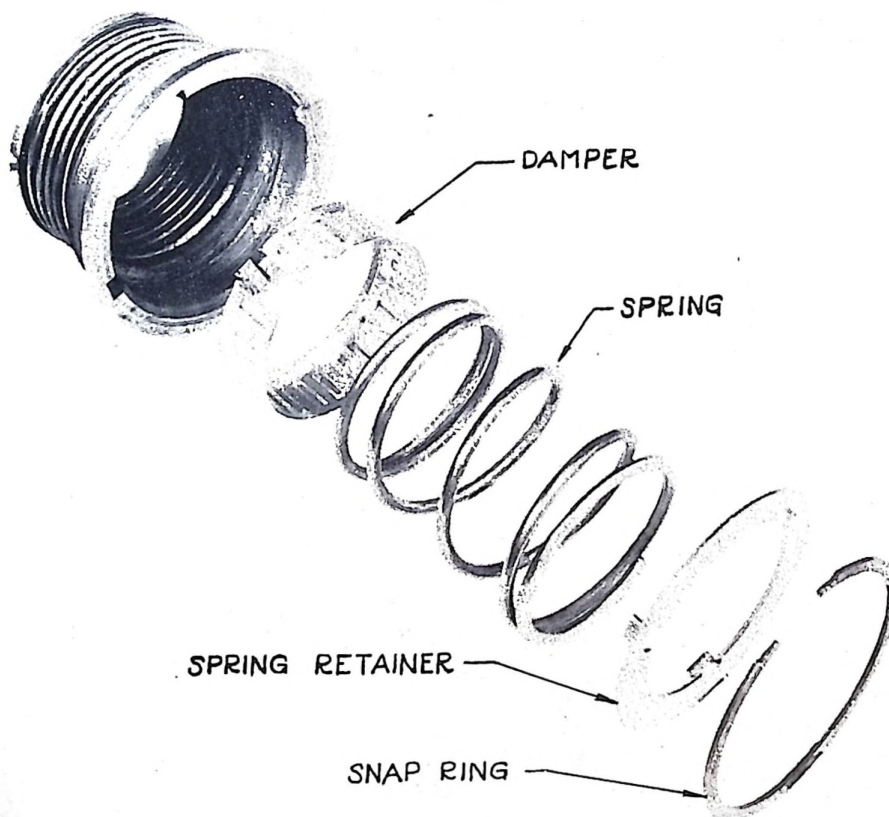
SERVICE DEPARTMENT  
**DODGE**

DIVISION OF CHRYSLER CORPORATION

TO ALL DODGE DIRECT DEALERS AND DEALERS:

A few D-24 Dodge Cars have a squealing noise in the fluid drive which is most noticeable at low speeds. It also occurs whenever the car, with the transmission in gear, is held with the brake and the motor accelerated. This noise will disappear completely whenever the clutch pedal is depressed. Although this noise is sometimes annoying, it is in no way harmful to the car.

Effective Car Serial #30727536 a damper was added to the fluid coupling seal assembly to prevent fluid coupling seal squeals. An exploded view of the damper and its adjoining parts is shown below.



Oct. 8, 1946

No. D-170

FLUID COUPLING

SQUEAL

ALL MODELS

This damper (Part #1112754) is available for service and should be installed in case of persistent squeal in cars built before the effective serial number. The procedure outlined in Bulletin #D-159 of replacing the seal ring should no longer be followed. It is now only necessary to replace the ring when signs of leakage are evident.

13511  
Prtd. in U.S.A.  
14765

Oct. 8, 1946

No. D-170

The following procedure is recommended when it is found necessary to make the installation in the field. It should be read completely before the work is started in order that the proper method is thoroughly understood.

FLUID COUPLING

SQUEAL

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ALL MODELS

1. Remove propeller shaft, transmission, and bell housing bottom pan. Pilot studs should be used when removing or installing the transmission. This will prevent "hanging" the transmission on the clutch pinion shaft thus moving or dumping the fluid coupling seal, resulting in the loss of fluid. It is not necessary to drain the coupling.
2. Remove the nuts holding the coupling to the crankshaft and pull the coupling back free from the coupling flange. It is recommended that the coupling be supported vertically on a scissor type of jack when it is removed. It is, of course, necessary to raise the front end of the car sufficiently to clear the coupling and jack in the lowered position. This method has been found to be quicker, offers less possibility of damaging the coupling, as well as being much easier physically.
3. With the coupling resting on the bench, remove the clutch pressure plate and mat. It is very important to identify the relation of the clutch pressure plate to the clutch drive plate, preferably by punch marks, in order that the two may be reinstalled in the same relative position.
4. Remove the clutch drive plate. A puller must be used to avoid the danger of disturbing the seal.
5. Remove the spring retainer snap ring from the fluid coupling seal and remove spring and retainer. Use Miller Tool #C-613 to compress the spring.
6. The convolutions of the bellow should be inspected for oil. If it is present, the seal should be changed according to previously published directions.  
IMPORTANT: do not reassemble any of the parts until they have been completely cleaned of oil with spirits or some other solvent. This particularly applies to the damper which loses its effectiveness if there is any oil on it.
7. Install damper (Part #1112754) over front end of spring, replacing spring with a counter clockwise twist to insure proper seating of spring and damper in bellows. Reinstall spring retainer and snap ring again using Miller Tool #C-613 to compress the spring.
8. Reassemble clutch drive plate, clutch mat, and clutch pressure plate in their proper relation. The coupling is now ready to be reinstalled on the car.

B. B. SETTLE  
Director of Service  
DODGE DIVISION

# SERVICE BULLETIN



SERVICE DEPARTMENT  
**DODGE**  
DIVISION OF CHRYSLER CORPORATION

TO ALL DODGE DIRECT DEALERS AND DEALERS:

Although few fluid couplings develop leaks, practically all those that do can be repaired by changing the carbon seal ring. Only when a mechanical failure of the coupling itself has occurred is it necessary to replace the entire coupling

Often dealers have changed a seal only to find the coupling still leaked. It is safe to say that the leak continued only because they failed to follow elementary precautions as to cleanliness, carefulness in assembly, etc. Because of the lower cost, it is in the interest of customer good will to repair the coupling rather than replace it.

When it is necessary to change the seal, the procedure for removing the coupling from the car outlined in Bulletin # D-170 on fluid coupling squeal should be followed with the exception that the fluid must be drained.

The sealing surfaces of both sides of the seal ring, as well as the bellows nose, should be examined for scratches, blisters, pit marks, warpage or other obvious wear. It will usually be found necessary to only replace the seal ring. The nose of the bellows seldom will be worn, but it too should be replaced if found damaged.

Under no condition should the sealing surfaces be touched with a file or other instrument which might mark them or put them out of shape. Extreme care must be used in handling all the parts.

The matter of cleanliness is of great importance. This cannot be stressed too highly. The great majority of couplings which continue to leak after the installation of a new seal do so only because the parts were not absolutely clean when assembled.

Besides the seal ring the only other places at which leaks can occur are the drain plug, the circumferential weld, and the bellows. These, of course, should be inspected.

It is recommended that all dealers procure a set of Miller tools specially made for fluid coupling repairs before work is attempted.

Oct. 8, 1946

No. D-171

FLUID COUPLING

LEAKS

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ALL MODELS

(Over)

13512  
Prtd. in U.S.A.

14765

Oct. 8, 1946

No. D-171

Recently it has been called to our attention that some dealers are attempting to resurface the carbon seal and the nose of the bellows. This should never be done for two reasons: One, impregnates on the surface of the carbon ring are removed and two, it is impossible with the ordinary surface plate, stones or other commonly available methods to obtain a sufficiently flat surface. ALWAYS USE NEW PARTS.

FLUID COUPLING

LEAKS

The matter of proper parts is another precaution which must be observed. At the beginning of the 1946 production, the design of the seal ring and bellows nose was changed. Under no condition should the parts for a 1941 or 1942 coupling be used in the 1946 or vice versa. This can very easily result in severe damage to the coupling by raising the pressure inside.

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ALL MODELS

The seal ring for the 1941 and 1942 coupling can be identified by a raised land or ring on the sealing surface, and the bellows by its flat nose. On the other hand, the 1946 seal has a flat sealing surface which runs against a raised land on the nose of the bellows. The two types are not interchangeable.

B. B. SETTLE  
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