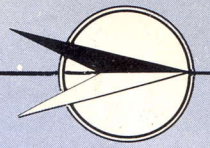


DODGE



SERVICE DEPARTMENT
DODGE DIVISION
CHRYSLER CORPORATION

TECH-NEK TOPICS

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TORQUE-FLITE AND POWERFLITE FRONT OIL SEAL LEAK

Samples tested by the Engineering Department indicate that many Torque converter units are being needlessly replaced due to grooves at the hub sealing surfaces.

Their report is as follows: Investigation by the Engineering Department revealed that the grooves appeared worse due to the carbon or varnish build-up on the Torque converter hub inside and out. When the carbon and varnish was removed, the grooves were found to be negligible, seldom beyond .002 of an inch in depth. The seals will normally seal up to .005 unless the damage is across the sealing surfaces parallel to the axis of the hub.

The recommended procedure to prepare sealing surface, is to first clean the inside and outside of the hub with a suitable solvent and then polish with #320 emery cloth radially.

CAUTION: Extreme care must be exercised not to crosshatch or scratch sealing surface parallel to the axis of the hub.

New seal should be coated with Lubriplate upon installation.

NOTE: Satisfactory sealing can only be accomplished if the hub run-out is not more than .004, the torque housing bore not over .010 and the housing face not over .008.

DISTRIBUTOR IGNITION POINT LEAD WIRE FAILURE

Ignition point lead wire (pig-tail) failure on 1956 Dodge V-8 single breaker distributors due to rubbing on the case, can usually be corrected by relocating and adjusting the position of the lead wire inside the case.

In early production where the lead wire appears to be too long, the wire should be given a 360° twist to help this condition.

When checking the lead wire interference, always rotate the ignition point plate assembly by hand, similar to the movement provided by the vacuum advance system, to determine just where interference occurs. In most cases, reforming or readjusting of the wire can be made to eliminate this condition without difficulty.

BATTERY MAINTENANCE

Dirt moisture and corrosion on the top of a storage battery will cause an electrical discharge which may completely discharge the battery. This was true in the case of the 6 Volt battery but is more serious with the 12 Volt batteries, now being used, as the electrical discharge becomes greater, proportionately, as the voltage increases. Many discharged batteries can be traced to this situation.

In normal passenger car or truck service the top of the battery should

be cleaned every 4,000 miles.

In other applications and off the highway service, it may be necessary to clean it more frequently, every month.

The following instructions should be used when cleaning the top of the battery:

1. Keep vent caps in position in vents.
2. Brush the top of the battery with a stiff bristle brush to remove all dirt and corrosion.
3. Wipe off the top with a cloth moistened with ammonia or baking soda and water.
4. Be sure the top is dry and clean.
5. Also be sure to clean the hold-down and replace, if badly corroded or broken.

Stock batteries should also be cleaned frequently.

SPARK PLUGS D-500

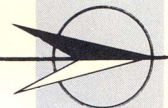
Under certain operating conditions a hotter plug may be desired on the D-500 engine. Should it be necessary to replace the spark plugs, it is suggested that P/N 1658851 (AR-42) plugs be installed for normal driving which would be any operation less severe than a sustained speed of approximately 90 M. P. H. P/N 1753672 (AR-32) plugs for high-speed driving when it is determined that more severe vehicle operation will be encountered.

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Checking the camber, castor or steering axis inclination.



The use of P/N 1658851 (AR-42) plugs for high-speed driving will increase the tendency and possibility of engine failure due to pre-ignition.

These plugs will replace the original P/N 1565337 (4S-250) plugs.

STARTER MOTOR (STICKY BENDIX DRIVE)

Under certain operating conditions, the proper operation of the Starter Bendix Drive may be impaired due to the excessive accumulation of road dirt on the drive mechanism. This road dirt usually causes a sticky condition of the drive unit upon engagement and/or release with the flywheel gear.

In some instances, the entrance of this road dirt can be traced to the pilot hole in the cylinder block flange, just above the starter drive unit.

This pilot hole, which is approximately 3/4" in diameter and is used in the machining of the block, can be plugged with a suitable cork to correct this condition.

WHEELS AND TIRES

New 14" safety rim wheels are used on all the 1957 Dodge Model Cars. This permits the use of larger tubeless tires of the super soft cushioned type, which means more rubber on the road surface; more air in the tire with less pressure, to eliminate a major share of road noise and shock at its source. Further improvements come from a new scientific tread design on these larger tires. The new tread design also reduces stopping distances on wet pavement. Prolonged tests indicate that with proper care, these new tires will give far greater tire mileage.

It is recommended that the wheels and tires be rotated every 2500 to 3000 miles for the first 10,000 miles and every 4000 miles thereafter. Tire repair procedures remain the same as previous models.

The new wheels are of an advanced design, retaining all the exclusive safety features of the previous model wheels plus the added safety

of larger tires. The mounting of the wheels are the same as previous models 5 studs and stud nuts, retaining the left hand thread on the left and right hand thread on the right side, the same 4-1/2 inch stud hole circle. The rim width has been increased to 5-1/2 inches for the 14x7:50 and 14x8:00 tires and 6 inch rim width to accommodate the 14x8:50 tires.

TIRE PRESSURES

These tires should carry a starting cold pressure of 22 lbs., which in-

two as they had in the 1956 models.

The lid of the door is attached to the pivot arm by two bolts and nuts. A spring is placed on the bolt between the pivot arm bracket and the door. Compression of the door at contact with the housing can be controlled by loosening or tightening nuts that fasten the lid to the pivot arm bracket. Tightening the nuts will relieve the compression and loosening the nuts will increase the compression at the fresh air opening.

DODGE TRUCK VEHICLE NUMBER PLATE

Effective with the following vehicle identification numbers, which are stamped on the frame side rail at the left wheel housing, the metal Vehicle Description Plate was discontinued in production on October 16, 1956, on all Domestic jobs.

MODELS	SERIAL NO'S	MODELS	SERIAL NO'S
T504	81010001	T544	82651820
VT504	83016504	VT544	83532980
T518	80004011	T546	80413001
VT518	84005001	VT546	83703501
T522	80801004	VT548	81870193
VT522	84211003	VT550	84604516
T534	82415373	VT552	81825525
VT534	84290615	VT556	82858522
T536	83414309	VT558	82955501
VT536	84662311	VT560	81801510
T538	81494232	VT562	83102108
VT538	84809253	VT566	84510003
T542	80122419	VT568	81840503
VT542	83204697	T137	83952240

A Vehicle Description and Card, which replaces the metal plate, is placed in a plastic holder, and attached to the back panel of the instrument panel glove box.

creases through a normal pressure build up to approximately 26 lbs. for moderate city speeds and 28 lbs. for normal higher speed driving. Front tires of the Coronet Models should only carry 24 lbs. initially and build up to 27 lbs. and 29 lbs., respectively.

The higher recommended pressures should be used when inflating tires after even a short driving period. CAUTION: Never reduce or "bleed" the tires below the recommended pressures. Check tire pressure regularly.

FRESH AIR DOOR

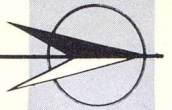
The 1957 Dodges with the exception of those equipped with air conditioning have one fresh air door in the passenger compartment instead of

MASONITE HEADLININGS

New masonite headlinings are used on station wagon and hard top models. The material is cut into sections to fit between the headlining retaining bows. Should need arise, individual sections can be replaced.

CLEANING OF MASONITE HEADLININGS

1. Normal Service Cleaning - Clean with a damp cloth and mild soap as required.
2. Grease or Stain Spot Removal - Clean with MoPar Kar Kleen (PN 1643100) or MoPar Service Fabric Cleaner (PN 680183).



HE WHO SERVES MOST PROFITS MOST!

by Walter M. Spencer



Here we are in the midst of production of our new 1957 Swept Wing Dodge. I believe you will agree that it is far advanced in the field of styling and engineering. With these engineering changes however, new techniques of servicing and maintenance are required.

With the wonderful response that is being received from all over the country on the new Dodge, we know it spells success, not only in increasing the number of Dodge owners, but also in profits to the dealers.

I am sure you will agree that while the styling and engineering has started the retail customer on a Dodge buying spree, it will be short-lived unless proper precautions are taken. These precautions are necessary to assure that the owner is satisfied with his purchase and that he has confidence in the dealer from whom he purchased the car, that should service be required, it can be handled quickly and efficiently in his dealers service department.

The major precautions that should be taken to assure a satisfied customer are as follows:

1. Prepare his new car for delivery so that he will receive it in the same condition you would care to have it if you were taking the delivery.
2. Make sure that the owner is properly instructed on how to operate his new car and the accessories with which his car is equipped.
3. Acquaint the new owner with the service facilities that are available to him at your dealership, should same be required.
4. Make sure that you have men trained in the servicing of the car's new engineering features, rather than only parts replacers.
5. Explain to the customer your inspection procedure and the warranty that your dealership places on the cars.
6. Make sure that should a new car owner encounter any difficulties with his new car, his problem is quickly and satisfactorily taken care of. If factory assistance is required, this can be obtained from your Regional Service Office. Don't let the customer seek such help himself. It's our mutual problem, let's handle it between us.

One of the fastest ways to discredit the ability of yourself and your service department, and undo all the efforts that were put forth by the dealer's sales department, is to advise or force the owner to contact the factory for help himself.

Let's be honest with ourselves, repeat customers and prospects from satisfied owners only result from an owner's ability to obtain satisfactory service from the dealer's service department from whom he purchased his car. Hours of uncertainty on the owner's part, due to an inadequate new car preparation or inability to have his difficulties corrected, quickly and economically, not only creates owner dissatisfaction, but also results in needless time and material being consumed in your service department in attempting to satisfy a disgruntled customer.

Since we mutually benefit from satisfied Dodge owners, it is believed it would be well to join us in our continued efforts to put a quality car in the hands of our owners.

We will continue to strive to improve our production quality. Will you continue to strive to improve your quality of new car preparation and service technique!

DID YOU KNOW?

When checking the camber, caster or steering axis inclination with special service tool DD-428 on the 1957 "K" Series vehicles, which are equipped with 14" wheels, it will be

necessary to use legs, Miller Tool No. 405 and 406, which will accommodate the smaller wheel.

It may be possible that your special

service tool DD-428 already includes these two legs No. 405 and 406. Legs No. 422 and 423 are used to accommodate the previous 15" wheels.

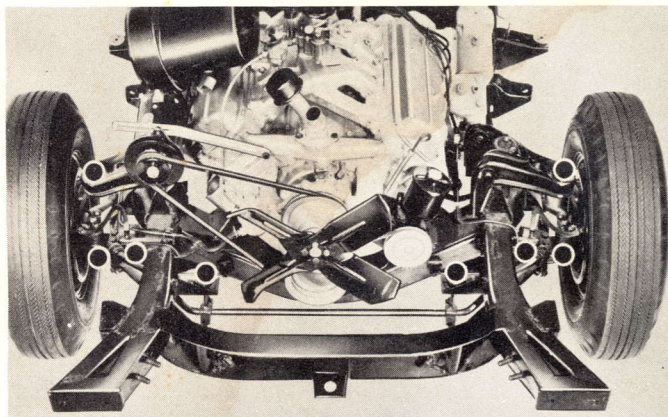


Figure 1

LUBRICATION-FRONT SUSPENSION

The lubrication points for the front suspension including the steering linkages have been reduced from 23 on the 8 cylinder models and 20 on the 6 cylinder models to 8 on all the "K" series models. Referring to Figure 1, these points are located at the ball joints at the ends of the four control arms. The other four lubrication points are located at each end of the two tie rods. These

zerk fittings should be lubricated every 1,000 miles or 30 days. Rubber bushings should never be lubricated since they are designed to grip the contacting metal parts firmly and operate as a flexible medium between these parts. The use of any lubricant will destroy the necessary friction and cause noise and premature failure of the rubber parts.

HELP YOURSELF!

Your Dodge Service Bulletin binder has an index page.

On it be sure and enter each of the product service articles in this and future issues of Tech-Nek Topics.

Helpful, quick future guidance when you need it!

Here's how: (example) for any article on transmissions, write "Transmission" on index page of binder in "Group Location" column.

Then under "Bulletin Number" column, simply write in "T.N.T. Vol. No. "(Tech-Nek Topics Vol. and No.)

Then, under "Subject Column", put in actual title of article, so you'll know later what part of the transmission was discussed.

Do this in several minutes and save yourself hours, dollars and grief in the future! (File each issue in back of your Service Binder).

CLEANING OF CONVERTIBLE TOPS

The following recommendations are suggested for cleaning convertible tops. If followed, they will do much to preserve the original beauty of the top material.

1. RAYON FABRIC TOPS

- (a) Outside Surface: Remove grease, road oil, tar and tree sap first, using a clean piece of cotton cheesecloth saturated with MoPar Hydrocarbon Type Fabric Cleaner, P/N 175-2323. Wring out the excess fluid and work from the outside of the spot toward the center with a gradually lifting motion.

After all foreign substances have been removed with a fairly stiff bristled brush, apply a sudsy solution of an uncolored household detergent on white or light pastel tops. On other than white or light pastel colored tops, scrub half of the top with a brush having fairly stiff bristles using MoPar Kar Kleen, a de-

tergent type cleaner, P/N 1643100. Repeat this procedure on the other half of the top. Rinse the top well all over.

If the top is very dirty, it may be necessary to scrub and rinse smaller sections of the top at one time, repeating the procedure until the whole top is cleaned.

CAUTION: Do not use any abrasive cleaners on these tops. The abrasive action of such cleaners can weaken the yarns of the fabric.

- (b) Inside Surfaces: Use same procedure as Step A; except wipe dry with a clean towel instead of rinsing with water. All upholstery and carpets should be covered with clean towels while cleaning the inside of the top.

NOTE: Abrasive cleaners should not be used on inside fabrics.

2. VINYL COATED FABRIC TOPS

- (a) Outside Surface (Vinyl): Same as 1-A, except that MoPar Kar Kleen, P/N 1643100 can be used on all colors.

As a last resort, cleaners with a slightly stronger cleaning action or a light abrasive cleaner may be used on stubborn stains which cannot be removed by the preceding method. Even though the vinyl surface is more abrasion resistant than the rayon fabric tops, continual use of these cleaners must be avoided.

IMPORTANT: When using abrasive cleansers, utmost caution must be exercised so that they are not applied to the convertible rear window. Such cleansers will scratch the surface of these windows making them hazy and difficult to see through.

- (b) Inside Surface (Fabric): Same as 1-B. Do not use abrasive cleaners on this inside fabric.