

SERVICE BULLETIN

CHRYSLER CORPORATION

PLYMOUTH DIVISION

DETROIT



Jan. 24, 1935

No. 28

TO ALL CHRYSLER, DODGE AND DE SOTO DISTRIBUTORS, DIRECT DEALERS, DEALERS AND ASSOCIATE DEALERS:

The rear springs of all cars shipped by rail are tied down to reduce car movement in transit. Before the car is driven under its own power the hold-down wires at the rear should be removed.

On earlier cars shipped, the hold-down wire was applied between the brake tube and the rear axle housing. To avoid chafing of the tube by the wire, the brake tube at the time of loading was pulled to the rear a sufficient distance to provide clearance. After the hold-down wire is removed, the brake tube should be replaced to its original position, or the center line of the rear axle housing.

Prior to car number 2400123 and 1039419 front springs were not equipped with a reinforcing plate, but on account of the flexibility of the front springs it was necessary to use this plate (for rail shipments only) in order to prevent spring distortion while cars are in transit. At car number 2427038 and 1052137 hold down brackets became effective; these are bolted to the frame side member (on rail shipments only). This eliminates the necessity of using the front spring reinforcing plates. Reinforcing plates or hold down brackets should be removed and scrapped.

Shortly after the reinforcing plates were added to the front springs for rail shipments, a warning tag was attached to each steering wheel which reads as follows:

"Both front springs are reinforced by steel plates and clamps. These are for shipping purposes only and must be removed before driving car. Also all cars are tied down at front and rear."

The equivalent of the weight of two men on the front bumper will relieve the tension of the front springs and permit removal of the 1/4" "U" clips which anchor the reinforcing plates to the springs.

If damage has occurred, the front end of the front springs will be bent downward. Since a front spring is normally flat under load, any distortion may be easily detected. Should it be necessary to replace one front spring only, on cars prior to serials #2404744 and #1040935, front spring part number 642714 should be used. However, if it is necessary to replace both front springs, part number 644625 should be used. Please note particularly that the latter spring is usable only in pairs on cars preceding the above serials, but singly on cars succeeding these serials if desired. In this order part number 644625 is adapted for use on all model PJ cars.

(Over)

SPRINGS

REINFORCEMENT

PLATE AND FRAME

SIDE MEMBER

BRACKETS

RAIL SHIPMENTS

ONLY

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PLYMOUTH PJ

1862

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PLYMOUTH PJ

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CHRYSLER CORPORATION
ALABAMA DIVISION
DETROIT

There must be about 3/8" clearance between the lower end of the sway eliminator links and the frame cross member which may be obtained by bending the lower flange upward, without heating.

Enter this bulletin number and subject in Plymouth Maintenance Manual under:

GROUP - 10 - FRAME, SPRINGS AND SHOCK ABSORBERS.

J. P. McCrimmon

Director of Service

TO ALL CHRYSLER PLYMOUTH AND BUICK DISTRIBUTORS DIRECT DEALERS
The hold-down wires of the rear axle housing should be removed. The
the hold-down wires of the rear axle housing.
Do either the rear axle housing or the rear axle housing. To avoid chafing of the tube by
the wire, the brake tube at the time of landing was pulled to the rear
a sufficient distance to provide clearance. After the hold-down wire
is removed, the brake tube should be replaced to its original position
of the center line of the rear axle housing.
Prior to car number 240128 and 1000118 front springs were not equipped
with a reinforcing plate, but on account of the flexibility of the front
springs it was necessary to use this plate (for rail shipments only) in
order to prevent spring distortion while cars are in transit. At car
number 240128 and 1000118 hold down brackets became effective, these
are bolted to the frame side member (see rail shipment copy). This
eliminates the necessity of using the front spring reinforcing plate.
Reinforcing plates or hold down brackets should be removed and scrapped.
Shortly after the reinforcing plates were added to the front springs for
rail shipments, a warning tag was attached to each steering wheel which
reads as follows:
"Both front springs are reinforced by steel plates and change
these are for shipping purposes only and must be removed before
driving car. Also all cars are tied down at front and rear."
The equivalent of the weight of two men on the front bumper will re-
move the tension of the front springs and permit removal of the V4"
of steel which anchors the reinforcing plates to the springs.
If damage has occurred, the front end of the front springs will be bent
downward. Since a front spring is normally flat under load, any dis-
tortion may be easily detected. Should it be necessary to replace one
front spring only, on cars prior to serials 240114 and 1000118, front
spring part number 812113 should be used. However, if it is necessary
to replace both front springs, part number 814535 should be used. These
note particularly that the latter spring is usable only in pairs on cars
preceding the above serials, but single on cars succeeding these serials.
It desired, in this order, part number 814535 is adapted for use on all
model 81 cars.