

# SERVICE BULLETIN

CHRYSLER CORPORATION

PLYMOUTH DIVISION

DETROIT



Feb. 15, 1935

No. 31

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

Some units of cars (or trucks) in service for one or two years may be damaged without the knowledge of the operator. Wheels may be sprung by contact with curbs or other obstructions and in such cases front axles or rear axle housings may be sprung. In the latter case, rear axle drive shafts may fail.

The material specifications of highly stressed parts such as rear axle shafts have been carefully studied in the past and, as a result, such parts while not increased materially in external dimensions have been made much more resistant to the shocks imposed on them. During the past year, full advantage was taken of developments in metallurgy and these advantages have been extended to many service parts for models out of production for some time.

It is felt that this information should be in the hands of all dealers. Rear axle drive shafts, for example, for service on older models and for present production are manufactured of the finest alloys.

So that all field stocks of rear axle drive shafts may fall within the classification just described, certain shafts may be returned for credit without penalty. It is suggested, therefore, that you examine your stock immediately, return shafts identified below and replenish your stocks with the latest type.

Part number 600237, Rear Axle Drive Shaft if purchased prior to June 15, 1934 and if it is not stamped on the splined end with the numerals 246, may be returned for full credit.

One rear axle drive shaft on the older models may fail because of some external cause. Very often, only one shaft is replaced whereas there is a possibility that the other one may have been damaged at the same time. It is recommended that both axle shafts of the type previously described be changed to those on which the numerals 246 appear. At the same time be sure that the rear axle housing is not sprung and that the bearings are in good condition.

The difficulty of selling two axle drive shafts when one only may be broken is fully realized. The importance of changing both shafts is so obvious that we are willing to honor a claim for both shafts in those cases where your customer is of the opinion that only one shaft is needed. Naturally, it is expected that you will submit such claims only when you

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AXLE SHAFTS

PLYMOUTH

PC - PD

2875

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Page 2

Feb. 15, 1935

No. 31

have made a sincere effort to sell both of them without success. Claims will be honored only for those shafts bearing the part numbers appearing in this bulletin and may be submitted even though the vehicle is beyond the "Warranty Period".

List the parts for return on a separate "Memorandum of Returned Parts" and include them in your next shipment of Claims Material.

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