

ENGINE NUMBER (CHRYSLER)

On left front of cylinder block.

.....	C6-1001
.....	CZ-1001
.....	C1-1001
.....	C2-1001
.....	C3-1001
.....	C7-1001
.....	C8-1001
.....	C9-1001
.....	C10-1001
.....	C11-1001
.....	C16-1001
.....	C14-1001
.....	C15-1001
.....	C17-1001
.....	C18-1001
.....	C19-1001
.....	C20-1001
.....	C23-1001
.....	C24-1001
.....	C25-1001
.....	C26-1001
.....	C27-1001
.....	C28-1001
.....	C30-1001
.....	C33-1001
.....	C34-1001
.....	C36-1001
.....	C37-1001
.....	C38-1001
.....	C39-1001
.....	C40-1001
.....	Note A
.....	Note A
.....	Note A
.....	Note A
.....	Note A
.....	Note A
.....	C45-1001
.....	C46-1001
.....	C47-1001
.....	C48-1001
.....	C49-1001
.....	C50-1001

From previous year.

and clutch pedal link-

increase ventilator breather
near engine mounting
loosening engine splash
plates, lift out the engine.
may be made by reversing
bolts.

De Soto, Dodge, Plym-
outh. From under the car
remove the drive shaft from trans-
mission linkage, gearshift
linkage, speedometer cable
and wire at transmission,
fuel manifold, fuel pump
and clutch pedal linkage.

Remove floor covers
and disconnect wires to solenoid, gover-
nor switch on models
with automatic transmission.

Remove radiator core.

On the left side of engine dis-
connect cable and ground cable,
disconnect wire to coil (and
if equipped), oil pressure

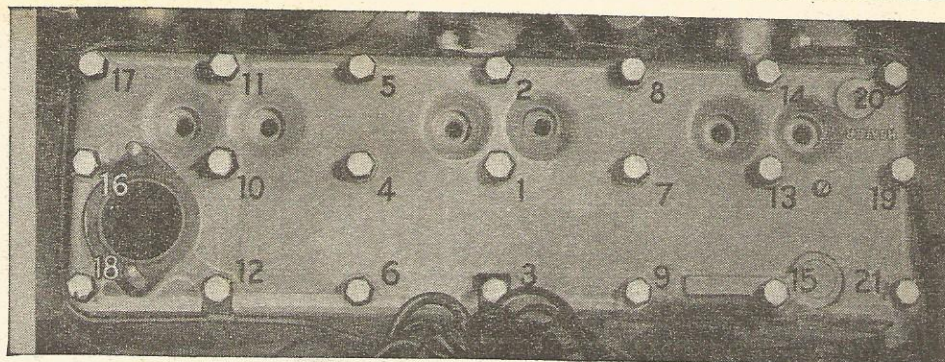


Fig. 2 1935-51 six-cylinder head tightening sequence

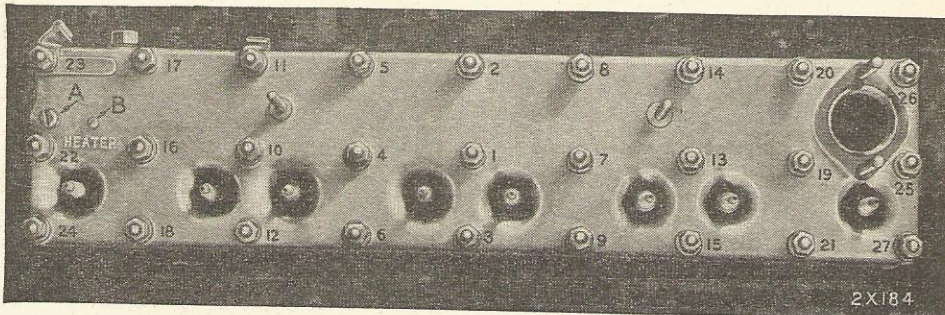


Fig. 3 1936-50 eight-cylinder head tightening sequence

gauge line, accelerator linkage and bracket, air cleaner and horn, heat indicator tube and bulb at cylinder head.

6. Install lifting fixture.
7. Remove front and rear engine supports and lift out engine.
8. When installing the engine, inspect the front and rear support insulators and install new ones if the old ones are damaged or deteriorated.

CYLINDER HEAD

Chrysler L-Head, De Soto, Dodge, Plymouth, 1935-51—To prevent gasket failure and cylinder distortion, cylinder heads should be tightened gradually and evenly in the order shown in Figs. 2 and 3.

A final tightening should be made on cast iron heads after the engine is warmed up to operating temperature. On aluminum heads, check the tension after the engine has been run and cooled, and while it is still cool.

VALVE CLEARANCE, ADJUST

Chrysler L-Head, De Soto, Dodge, Plymouth, 1935-51—The clearances shown in the *Valve Data* table should be maintained at all times. If the tappets are still noisy after the proper clearance is obtained, check for tappets being loose in guides, weak valve springs and sticky valves.

To adjust the clearance, remove the right front wheel, take off the sheet metal panel, remove the valve covers and adjust the clearance.

Be sure the valve compartment covers fit tight to prevent an oil leak at this point.

HYDRAULIC VALVE LIFTERS

1949-51 Chrysler Straight 8—Hydraulic valve lifters of the Eaton type have been installed in some of these engines. For detailed service on the lifters see the

Hydraulic Valve Lifters chapter. The construction of the lifter is shown in Figs. 4 and 5.

The hydraulic cylinder and plunger may be removed from the lifter body for service or replacement as follows:

1. Remove valve chamber cover.
2. Remove cylinder head.
3. Remove valve, spring and retainer assembly over the lifter to be extracted, being careful not to injure the plunger return spring with the tool used for compressing the valve spring.
4. Remove the hydraulic cylinder and plunger from the lifter body by lifting and sliding it out through the valve compartment. If more than one unit is to be disassembled at one time, care should be taken not to interchange plungers and cylinders with those of other lifters.

Adjustment—After a valve regrind job, the free travel of the lifters should be checked to make sure that there is still enough operating clearance between the plunger and the top of the ball check valve retainer. This is necessary to insure that the valve will not be held open at any time. The procedure is as follows:

1. Insert the shank of a new $\frac{3}{32}$ in. drill between the valve face and valve seat.
2. With the valve held tightly down on the drill shank, a .016 in. feeler must pass freely between the top of the plunger and the valve stem tip.
3. If there is less than .016 in. clearance present, grind the valve stem tip in a suitable valve refacing machine until a .026 in. feeler will pass through freely.

4. If a .016 in. feeler passes freely, sufficient clearance exists.

Important—After one or all hydraulic lifters have been serviced or new ones