



SERVICE BULLETIN



SERVICE DEPARTMENT... CHRYSLER-PLYMOUTH DIVISION
CHRYSLER MOTORS CORPORATION

TECHNICAL INFORMATION ON ☒ IMPERIAL ☒ CHRYSLER ☒ PLYMOUTH ☒ VALIANT

If you experience engine stall caused by the lack of fuel in the carburetor, it may be due to fuel pump failure.

After making certain that ample fuel is in the tank, it is suggested that the fuel pump be tested for proper pressure, vacuum and volume output. Refer to the 1963 Service Manual for specifications.


If the fuel pump does not conform to the test specifications, the fuel pump should be removed to inspect for cam lever pin hardness.

It is possible that a few imperial, Chrysler, Plymouth and Valiant cars were built in which the fuel pump cam lever pin was not properly hardened and may be cut through by the cam lever.

When the fuel pump is removed, proper hardness of the cam lever pin should be determined by removing the lever spring, and testing the hardness of the pin with a small file.

If it is possible to cut the pin easily with a file, the pump should be replaced. If the pin cannot be cut with a file, the pin is of the proper hardness.

All replaced fuel pumps must be returned to the Warranty Claims Receiving Depot serving your Region, with the WSC attached.


J. W. FARLEY
Manager - Service
CHRYSLER-PLYMOUTH DIVISION

Dec. 19, 1962

No. 63-40

FUEL

FUEL
STARVATION

1963
IMPERIAL,
CHRYSLER,
PLYMOUTH
AND
VALIANT
MODELS

P-5140-C

Service Mgr.	
Shop Foreman	
Technicians	
Parts Mgr.	
Partsman	