

Report No.

Sheet No.

Service

Considerable preparation for nation-wide service arrangements were made by both Chrysler and Bendix. Service methods, service bulletins, personnel training, and service parts handling were all given attention as production began. The most pertinent information is covered by References F2, F3, F4, F5, F7, F8, F9, and F10.

Improvement in reliability was contemplated by revision of parts after the first 85 systems were produced. This plan was dropped by Bendix on May 1, 1958 when orders beyond No. 85 were not placed by Chrysler. Chrysler concurrence was issued on May 7, 1958.

Several "Pulse Width Meters" were proposed and tested for production and service use. These were both 12 VDC and 110 VAC units. These were intended to provide a cheap simple electrical indication of system operation.

Service history is in the hands of the Service groups of the various divisions. Some of the most serious complaints which came up were related to such complete loss of fuel control that crankcase filling, cylinder bore wear, and hydrostatic lock occurred or tended to occur.

Replacement of the Fuel Injection equipment, complete, with twin 4 bore carburetors and associated equipment was the final Service step when complaints were received repeatedly from a particular owner.