# Service Information

## A-6140-BR PISTON PIN RETAINERS AVAILABLE FOR SERVICE

In the August Bulletin you were advised that a new piston pin retainer (A-6140-BR) would be released for service.

These retainers which are .126/.127 wide are now available. They replace the A-6140 retainers which were .120/.123 wide and which were obsoleted.

Any stock of A-6140 retainers you have on hand should be returned to your Branch for credit and an order placed covering your requirements of the new A-6140-BR service retainers.

Care must be used not to mix these with the present A-6140-A retainers which are being used in production and which are .115/.116 wide.

## M-1205-B WATER REPELLENT SOLUTION

A few complaints have been received of water leaking through the sewn seam of roof material. Any complaints of this kind can be easily corrected by the application of M-1205-B water repellent solution. The solution is put up in one pint cans. The list price is 75 cents, subject to dealers' usual parts discount.

Complete instructions for applying the solution are printed on the label on the can.

## CHANGE IN WIRING

A slight change has been made in the wiring which places the ammeter in the ignition circuit. When the switch is turned on, the ignition current passing through the coil now registers on the discharge side of the ammeter when the engine is being cranked or is slowly idling. In other words, in addition to registering the amount of current drawn by the lights, the ammeter also registers the amount of current drawn by the ignition when that circuit is closed.

From a service standpoint this change has several advantages in that any short in the primary circuit of the ignition system would register on the ammeter.

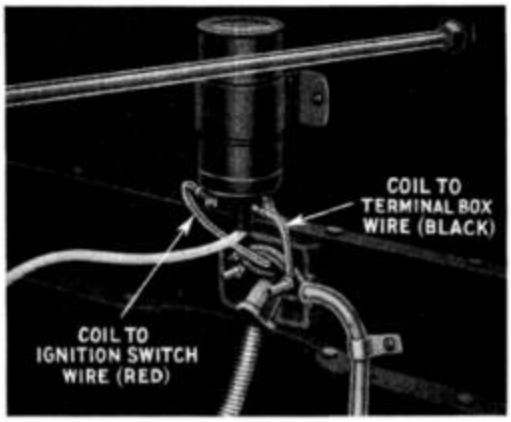



Fig. 784
*New Hook-up*

It also saves time in locating trouble should an engine fail to start. For example with the present method of wiring, if the ammeter hand did not register on the discharge side of the ammeter when the ignition switch was turned on and the engine was being cranked, it indicates that the trouble lies in the primary side of the ignition. On the other hand, if it registers discharge, it shows that the trouble is elsewhere.

This change can be easily made in old cars by disconnecting the coil to terminal box wire (black) in the junction box and connecting it to the terminal shown in Fig. 785.

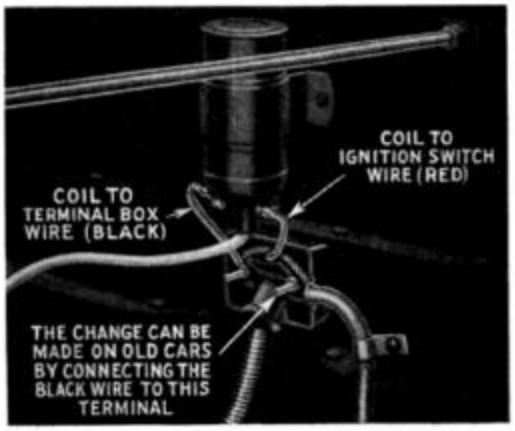



Fig. 785
*Old Hook-up*