

# Technical Service Bulletin



Of Interest ☐ General Manager ☐ Sales Manager ☐ Service Manager ☐ Parts Manager ☐ Service Technicians

April 7, 1971

## CAR AND TRUCK

Car #: D71-21-2

All A-230 and A-833 transmissions built for 1970 and later vehicles have a new type of synchronizer rings. The new rings do not have three (3) deep slots in each bronze synchronizer ring. Rather the new design is indexed to the clutch gear by three (3) lugs on the outer diameter.

Truck: 71DT-21-1

The two designs can be mixed by mistake. An old style ring can be installed with a new style synchronizer assembly. The three slots are wide enough to fit over the new wider, shorter struts. This mix results in a definite failure.

## TRANSMISSION

Standard  
Transmission  
Synchro-  
nizer  
Rings

The sketch on page 2 shows the basic difference between the two designs. Also shown are the part numbers for the new synchronizer assemblies and bronze synchronizer rings. The new design synchronizer assemblies can be used in all model 833 transmissions back to the original assemblies in 1964 cars.

POLICY: INFORMATION ONLY

J. D. MORTON  
Manager - Technical Services  
U. S. AUTOMOTIVE SALES & SERVICE

MODELS: All  
Models Equipped  
With an A-230  
or A-833  
Transmission

P-1010-C

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**Dodge**

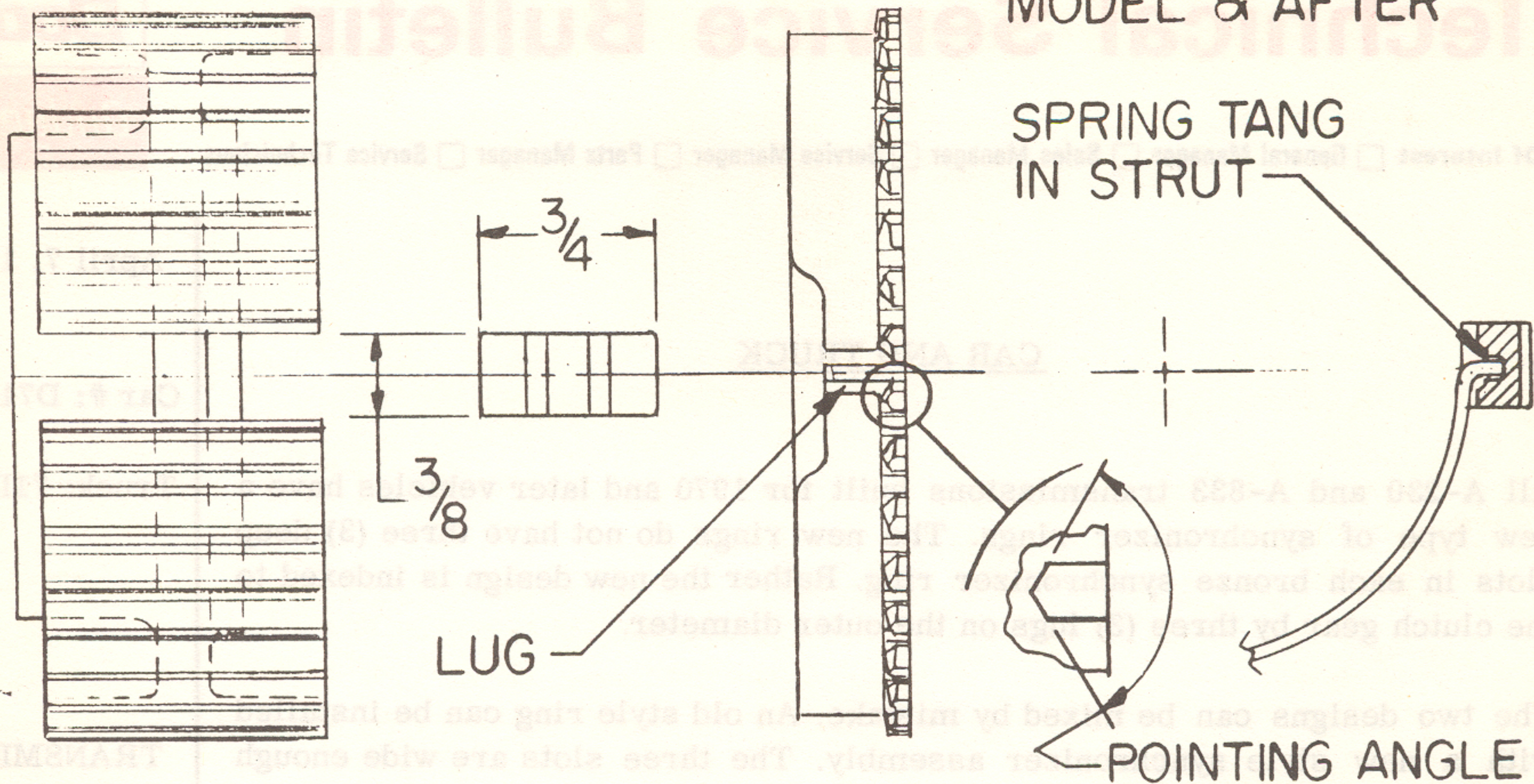


CHALLENGER / CHARGER / CORONET / DART / MONACO / POLARA



NEW

230 TRANSMISSION - ALL  
833 TRANSMISSION - 1970  
MODEL & AFTER



SYNCHRONIZER ASSEMBLIES	230		833
	FLOOR SHIFT	COLUMN SHIFT	FLOOR SHIFT
FRONT	3515428 LIGHT SPRING-ROUND	3515306	3515469 HEAVY SPRING-SQUARE
REAR	3410582	3410582	3515470

SYNCHRONIZER RINGS (BRONZE)- 3515023

OLD

833 TRANSMISSIONS - 1969  
MODELS & OLDER

