IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
11-18-59	1108

GROUP: Brakes

SUB-GROUP: Three Platform Service Brakes

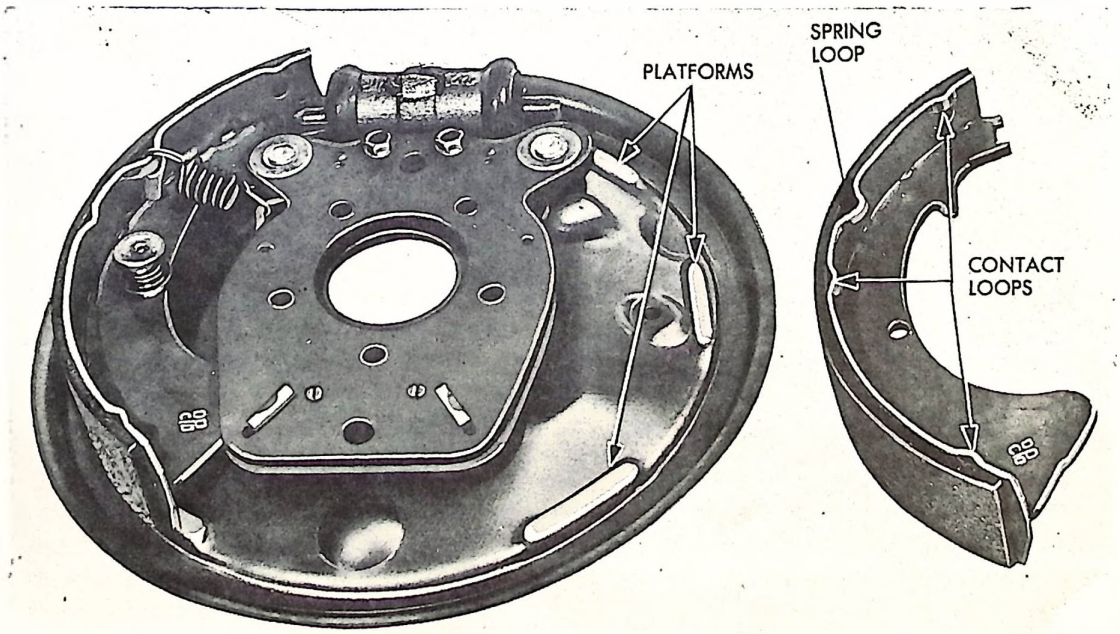
• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

TO ALL DE SOTO DEALERS:

SUBJECT: BRAKE DRAG OR PULL

Should you encounter a condition of brake drag, pull or too frequent adjustment on De Soto cars equipped with three platform brakes, this condition may result from burrs or sharp edges on the brake shoe table loops and/or dust shield platforms. (Refer to sketch). Under such circumstances the following procedure may assist you in diagnosing and correcting the condition:

1. Remove the drum and brake shoe assemblies.
2. Remove any burrs or paint build-up on the dust shield platforms.
3. Lubricate all platforms with a thin film of MoPar "Door Ease", Part No. 1064769, or MoPar "Lubriplate", Part No. 1064768.



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4. Carefully remove all sharp edges on the shoe loop with a file or scraper. NOTE: Only remove sufficient material to smooth the loop edges. Removing larger amounts can lead to poor loop to platform contact and may introduce noise.

5. Reinstall the brake shoes, retainers and return springs.

6. Check the brake shoe return spring tension by attaching a spring scale at the toe of the shoe and pull shoe away from the wheel cylinder. When the scale registers 45 to 55 pounds pull, the brake shoe should begin to move away from the wheel cylinder push rod. If more than 55 pounds pull is required to move the shoe, check for conditions which could cause drag. If less, than 45 pounds is required, install a new return Spring, Part No. 1944258 for 11" brakes, Part No. 1944257 for 12" brakes.

The part numbers listed in this bulletin are stock class code "P".

George J. Cutler
Director Of Service
PLYMOUTH-DE SOTO-VALIANT DIVISION

P-4126-C

IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
11-18-59	1111

GROUP: Brakes

SUB-GROUP: Parking Brake

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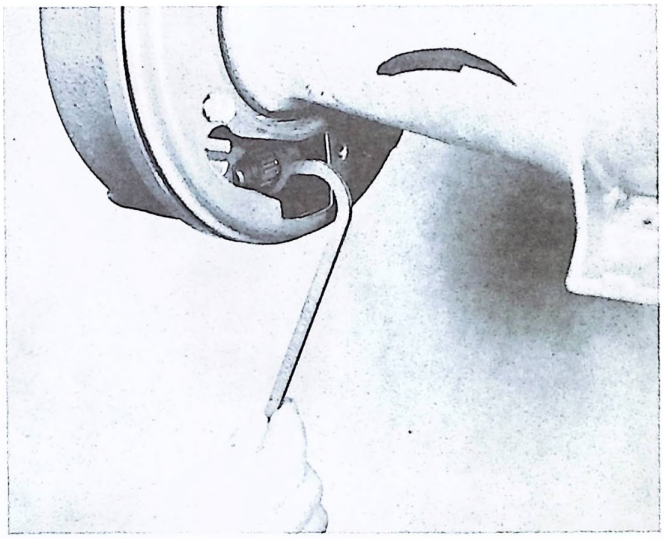
TO ALL DE SOTO DEALERS:

SUBJECT: 1960 DE SOTO PARKING BRAKE ADJUSTING TOOL, C-3723

Because of the close proximity of parking brake and frame crossmember on 1960 De Soto cars, it is difficult to gain access to the adjusting screw with the previous adjusting tool (spanner wrench) without removing the frame crossmember. Therefore, a new Parking Brake Adjusting Tool, C-3723, as illustrated below, has been developed:



The new adjusting tool is applicable to previous models with internal expanding type parking brake, and the adjustment procedures remain the same. Tool C-3723 is priced at $1.35 each and is available from Miller Manufacturing Company, 17638 Grand River Avenue, Detroit 27, Michigan.

George J. Cutler

GEORGE J. CUTLER
Director of Service
PLYMOUTH-DE SOTO-VALIANT DIVISION

P-4250-C

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IMPORTANT Service INFORMATION

DeSoto

DATE 4-27-60 NUMBER 1146
GROUP Brakes
SUB-GROUP Service Brakes

SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION

TO ALL DE SOTO DEALERS:

SUBJECT: BLEEDING AND ADJUSTING SERVICE BRAKES

The information in this bulletin supplements and supersedes that contained on pages 13 and 14 in the Brake section of the 1960 De Soto Service Manual regarding brake bleeding and adjustments.

Due to the longer and more complex routing of brake lines in modern cars, the practice of bleeding the brake system by applying pedal pressure to the master cylinder has proven ineffective because the intermittent fluid supply allows a quantity of air to remain trapped in the system, resulting in spongy pedal feel. For this reason, the use of Brake Bleeder Tank (Tool C-3496 or its equivalent) is strongly recommended for the bleeding operation in order to obtain a sufficient volume of fluid at steady pressure to remove all trapped air from each individual brake line and wheel cylinder. In most instances, a full, solid brake pedal can be obtained on 1960 De Soto cars by bleeding the brake system and adjusting the shoes in accordance with the procedure outlined below:

IMPORTANT: Before proceeding with the bleeding and adjusting operations on cars equipped with factory installed type power brakes, the brake pedal free travel should be checked and adjusted if necessary to not less than 1/6" or more than 1/8". The procedure for checking and adjusting brake pedal free travel is outlined on pages 24 and 35 in the Brake section of the 1960 De Soto Service Manual.

A. BRAKE BLEEDING PROCEDURE

1. Clean all dirt from around the master cylinder reservoir cover and from the bottom of the power brake cylinder (if so equipped).
2. Remove the reservoir cover and install Brake Bleeder Tank C-3496 (or its equivalent) with adapter Tool C-3494A.
3. Raise the car wheels from the ground and back off the brake shoe adjusting cams to fully released position. (This allows the brake shoes to force the wheel cylinder pistons and cups as far back into the wheel cylinder as possible, trapping all the air near the bleeder screw hole.)
4. Clean all dirt from the wheel cylinder bleed valve and attach Bleeder Hose C-650 to the valve. Place the other end of the hose in a clean, uncontaminated jar so the fluid can be reused. Use only MoPar Heavy Duty Brake Fluid, Part No. 1879268. Bleed each wheel cylinder for a minimum of thirty

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seconds of continuous fluid flow in the following order: Right rear, left rear, right front lower, right front upper, left front lower, left front upper.

CAUTION: Water and any type of mineral oil derivative such as gasoline, engine oil, etc., will contaminate brake fluid. It is extremely important that the container used to catch the brake fluid be clean, free of moisture and must never at any time have contained mineral oil in any form.

5. Remove bleeder tank and reinstall reservoir cover. Readjust all brake shoes as outlined in the Brake Shoe Adjustment Procedure (B) below:

B. BRAKE SHOE ADJUSTMENT

FRONT WHEELS

1. Turn the front brake shoe adjusting cam in the direction the wheel rotates when the car is moving forward until the shoe lining is solidly against the drum and the wheel is locked. Then, back off on the cam until only a very slight drag is felt.
2. Repeat the adjustment on the rear shoe of the same wheel, again turning the adjusting cam in the direction of forward wheel rotation and back off until only a slight drag is evident.
3. On the opposite front wheel, repeat steps 1 and 2, making certain that the adjusting cams are turned in direction of forward wheel rotation to tighten brakes.

REAR WHEELS

1. Turn the front shoe adjusting cam in the direction the wheel rotates when the car is moving forward until the shoe lining is solidly against the drum and the wheel is locked. Then, back off on the cam until only a very slight drag is felt.
2. Turn the rear shoe adjusting cam in the direction the wheel rotates when the car is moving backward, until the shoe lining is solidly against the drum and the wheel is locked. Then, back off on the cam until only a very slight drag is felt.
3. On the opposite rear wheel, repeat steps 1 and 2, making certain that the front shoe cam is turned in direction of forward wheel rotation and the rear shoe cam is turned in the direction of wheel reverse rotation to tighten the brakes.

Apply the brake pedal lightly, once or twice, after completing the brake adjustments. Then, check the master cylinder reservoir fluid level, refill if necessary, before attempting any further brake application. Rotate each wheel to make certain no excessive drag exists. Back off shoes slightly if necessary.

The part number in this bulletin is stock class code "P".

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