IMPORTANT Service INFORMATION

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

DeSoto

DATE	NUMBER
10-28-59	1103

GROUP: FUEL

SUB-GROUP: FUEL TANK

TO ALL DE SOTO DEALERS:

SUBJECT: SPACER - PART NO. 2123639 - FUEL TANK TO FLOOR PAN REINFORCEMENT

To properly locate and center the fuel tank on 1960 De Soto cars, two floor pan reinforcement channels, which extend across the underside of the floor pan, are designed to nest into the first and fifth stiffening ribs or grooves formed in the top of the tank. Each reinforcement is provided with two locators or bosses for centering the fuel tank at the floor pan. These bosses project downward slightly at the upper corners of the fuel tank on either side. There should be absolutely no interference between the fuel tank and the locating bosses on the reinforcements; however, there may be instances where some interference exists that might produce a stress condition that could possibly result in tank damage or a fuel leak. To eliminate any such possibliity, a new spacer strip, located in the groove across the top of the tank, below each reinforcement channel, was incorporated in production effective with De Soto Fireflite Serial No. 7103-101100 and Adventurer Serial No. 7203-101101.

To avoid the possibility of damage to the fuel tanks, on 1960 De Soto cars built prior to the above serial number effective points, it is important that spacer strips be installed as follows:

1. Raise the car on a hoist and place a support under the fuel tank at the front end.

2. Remove the fuel line attaching clip screw and fuel tank vent tube from its clip at the rear side of the floor pan kickup over the axle housing.

3. Remove the two support strap stud nuts, and lower the front end of the fuel tank 2 to 3 inches onto the support. NOTE: In some cases, sufficient clearance may be obtained by merely backing off the support strap stud nuts to limit of travel.

4. Working from the right side of the tank, insert a spacer strip into the first and fifth grooves (counting from the front of the tank towards the rear) in the top of the tank below each floor pan reinforcement, as shown in sketch.

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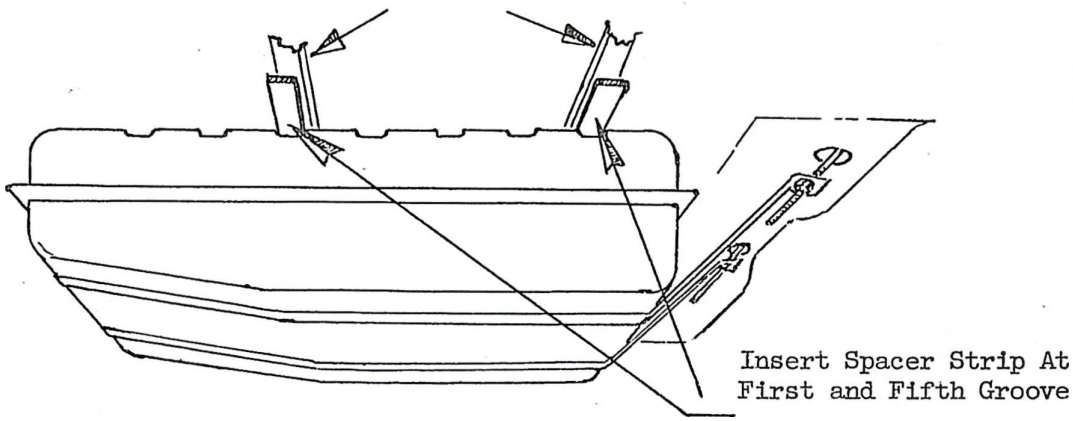
Floor Pan Reinforcement Channels



FUEL TANK - VIEW AT RIGHT SIDE UNDERNEATH CAR

IMPORTANT: The spacers must be installed next to the tank and underneath the felt insulator pad on top of the tank, whenever possible. Be sure the spacers are inserted so that the ends can be located in the groove at either side of the tank. When properly installed, each end of the spacers should be located below the projecting bosses on the reinforcements.

NOTE: The felt insulator pad is attached at the top of the fuel tank with cement which, in some instances, may clog the grooves so that the spacer strips can not be inserted underneath the pad. If this condition is encountered, it will be permissible to install the spacer strips on top of the insulator pad, as follows: Position the spacer strips so they are in exact alignment with the floor pan reinforcements and make sure that each end of the spacers is located below the projecting bosses on the reinforcements.

5. Position the fuel tank to the floor pan so it is centered between the locating bosses on the reinforcements. Install the support strap stud nuts and tighten 5 to 7½ foot pounds torque.

We ask that you make every effort to have the new spacers installed on all cars built before the effective point serial numbers which have been sold or are on hand, as soon as possible, in order to avoid any complications that might arise through neglect in performing this important preventative service. When a WSC is submitted, an allowance of .5 hour for labor, plus the material (two spacers per car), will be credited in each case.

The new Spacer, Part No. 2123639 is available through regular MoPar parts sources and is stock class code "P".

George J. Cutler

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P-3778-C

IMPORTANT Service INFORMATION

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DeSoto

DATE 1-21-60 | NUMBER 1123

GROUP Fuel

SUB-GROUP Auto-Pilot

TO ALL DE SOTO DEALERS:

SUBJECT: 1960 DE SOTO AUTO-PILOT SERVICE PROCEDURE

The Auto-Pilot available in the 1960 De Soto cars is a driver operated, voluntary speed control and speed sensing device. The automatic features of the Auto-Pilot makes it possible to maintain a pre-set car speed without the driver holding foot pressure on the accelerator. In addition, when used as a speed-sensing device it will indicate to the driver, by a resistance in the accelerator pedal, that a predetermined car speed has been reached. If desired, this speed may then be maintained by holding the accelerator lightly against the resistance in the pedal. In either case, the Auto-Pilot makes a real contribution toward safer, easier, more economical driving.

The following service information may be of assistance should you be required to service the Auto-Pilot on a 1960 De Soto car:

The Auto-Pilot is designed to operate on 12 volt electrical system only. All electrical checks are to be made with the ignition switch ON and the transmission in neutral. (Caution: The ignition coil cable should be disconnected to avoid the possibility of accidentally starting the engine.) Since the Auto-Pilot is mechanically driven and electrically operated, the information obtained in this bulletin includes both the mechanical and electrical diagnosing and service procedures.

I. NO AUTO-PILOT RESPONSE

A. If the speedometer still indicates road speed.

1. Check the carburetor idle and adjust transmission throttle linkage. Refer to De Soto Service Bulletin No. 1048.

2. Check for broken or disconnected linkage between accelerator pedal and Auto-Pilot. Correct or replace linkage as required and adjust. Refer to De Soto Service Bulletin No. 1104, page 27.

3. Check for current at Auto-Pilot terminal No. 1. Refer to Figure 1. Raise female plug on the Auto-Pilot sufficiently to touch a test lamp lead to terminal No. 1, but not so far as to disconnect plug. Ground other end of test lamp lead. The circuit is normal when test lamp lights. If it does not light, the wire from terminal No. 1 to the ignition switch is broken or has a loose connection, or the fuse in this line is blown. Correct as necessary.

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B. If speedometer does not indicate road speed.

1. Check for broken or disconnected drive cable from the transmission to Auto-Pilot. Connect or replace cable.

2. Check for damaged speedometer pinion in transmission. Replace if necessary.

II AUTOMATIC CONTROL DOES NOT ENGAGE WHEN THE CONTROL BUTTON IS PULLED

A. Review owner's driving habits Automatic control will not engage when driver's foot rides the brake pedal.

B. Check Auto-Pilot brake switch circuit by testing for current at terminal No. 2. Refer to Figure 2. Raise female plug on the Auto-Pilot sufficiently to touch a test lamp lead to terminal No. 2, but not so far as to disconnect plug. Ground other end of test lamp lead. If lamp fails to light, proceed as follows:

1. Check for loose connections at both Auto-Pilot brake switches and Auto-Pilot terminal block.

2. Check for full brake pedal return. If the brake pedal does not return to normal position, correct as required.

3. If test lamp does not light after checks 1 and 2 are completed, check the Auto-Pilot hydraulic brake switch which is located at the bottom of the master cylinder. Refer to Figure 3. Short across the two terminals of this switch with a jumper wire while test lamp is located as in test "B" above. If the test lamp lights, the hydraulic brake switch is defective. Replace switch.

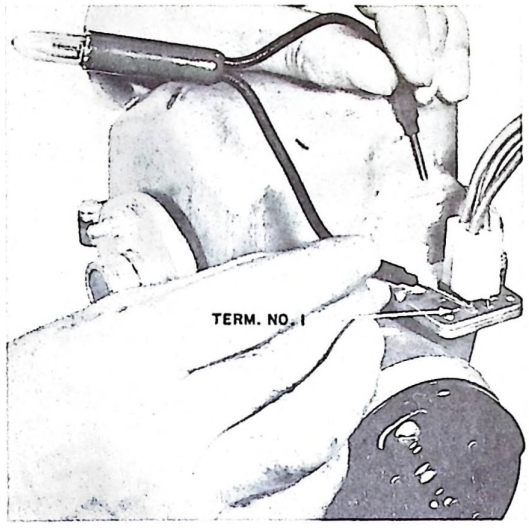

Figure 1

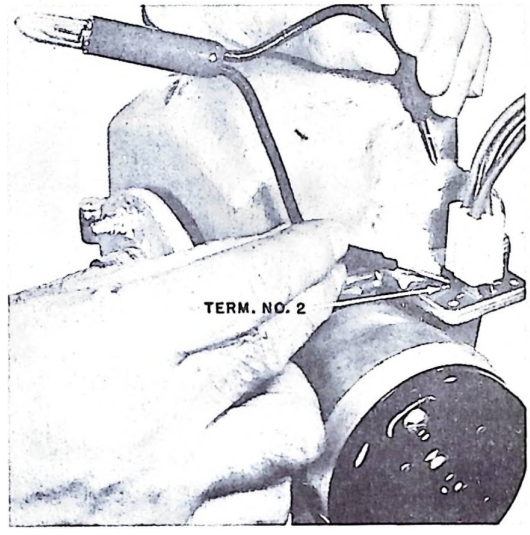

Figure 2

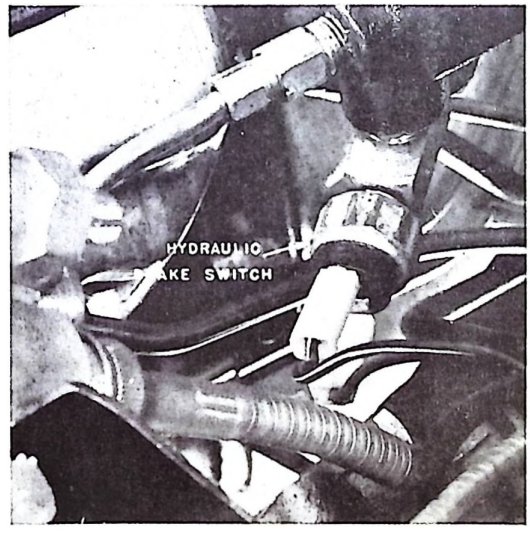

Figure 3

3. Cont'd. If lamp does not light, remove the jumper wire from the hydraulic brake switch and check the mechanical switch (located inside the car just above the brake pedal). Refer to Figure 4. Loosen screw, holding mechanical brake switch bracket. Move bracket so that switch does not touch brake switch arm at any point. Test lamp should now light. Install new mechanical switch if lamp does not light. If the test lamp does light, reinstall and position mechanical switch so that the light will go out when the brake pedal is depressed within free travel. Tighten mechanical switch bracket screw.

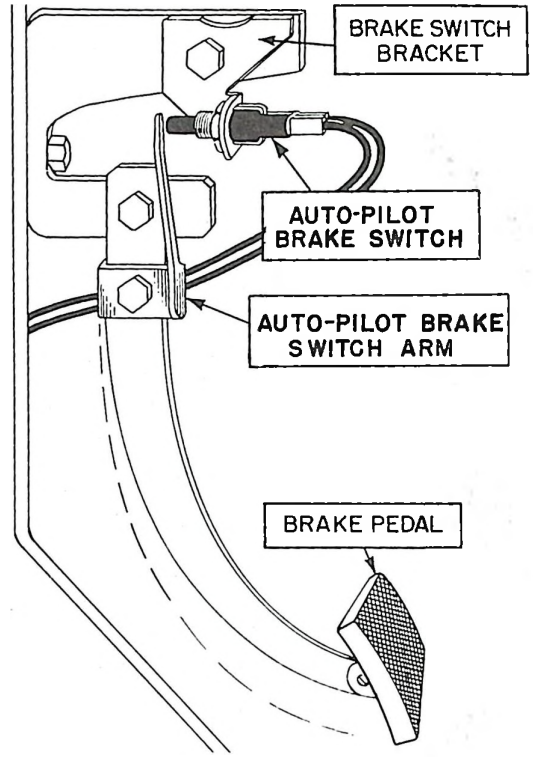

Figure 4

C. If test lamp lights on check "B", showing a normal brake switch circuit, test the pull button circuit as follows: Raise the female plug on the Auto-Pilot sufficiently to touch a test lamp lead to terminal No. 3, but not so far as to disconnect plug. Refer to Figure 5. Connect other end of test lamp lead to the positive (ungrounded) terminal post of the battery. Pull out the button in center of selector knob. If the test lamp lights, the circuit and the control unit are satisfactory. If the test lamp does not light, check the No. 14 black ground wire from the rear of the control pull button for secure ground connection on the instrument panel. Also check for loose connection at terminal No. 3 and at the quick-disconnect plug in line from terminal No. 3 to control housing, correct as required. Refer to Figure 6. Ground one lead of the test lamp and touch the other lead to the red feed wire at the quick-disconnect plug. Make certain the current is flowing through the red wire and the plug. If these tests show satisfactory and there still is no ground at the No. 3 terminal or the "pull button" will not stay out, replace the control assembly.

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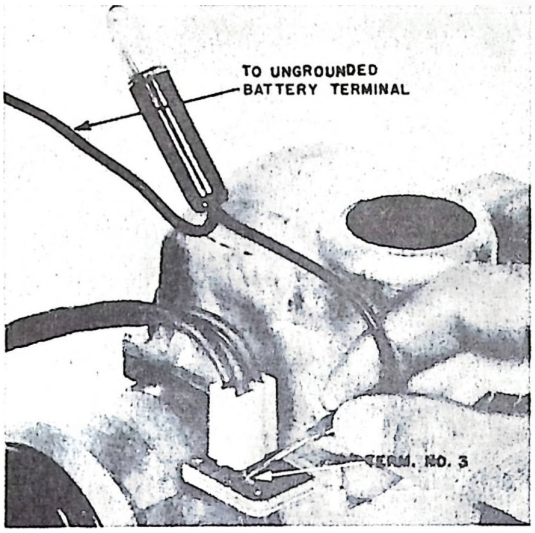

Figure 5

Figure 6

III AUTOMATIC CONTROL REMAINS ENGAGED WHEN BRAKE PEDAL IS DEPRESSED

1. Check Auto-Pilot brake switch circuits. Replace or adjust if necessary. Refer to Paragraph II, Section B, 1, 2 and 3.

IV AUTOMATIC CONTROL ENGAGES WHEN VEHICLE REACHES SELECTED SPEED WITHOUT PULLING CONTROL BUTTON

1. Disconnect the black wire at plug located near control assembly. Refer to Figure 6.
2. Turn speed selector knob counterclockwise to lowest setting.
3. Road test car and accelerate to selected speed. If automatic control engages with black wire disconnected, there is a short in the disconnected wire. Install new wire from plug to terminal No. 3 on Auto-Pilot.
4. If the automatic control does not engage with the wire disconnected, the control assembly is faulty and must be replaced.

V PULSATING ACCELERATOR PEDAL

1. Check Auto-Pilot drive cable and speedometer cable for sharp bends and lack of lubrication. Align cable or lubricate, replace cable if necessary.
2. Check accelerator linkage adjustment at the Auto-Pilot. Correct if necessary. Refer to De Soto Service Bulletin No. 1104, page 27.

VI CARBURETOR DOES NOT RETURN TO NORMAL IDLE

1. Check carburetor idle and transmission throttle linkage adjustments. Refer to De Soto service Bulletin No. 1048.
2. Check accelerator linkage adjustment at the Auto-Pilot. Adjust if necessary. Refer to De Soto Service Bulletin No. 1104, page 27.

VII REACTION PRESSURE IS FELT ON ACCELERATOR PEDAL AT SAME SPEED REGARDLESS OF SELECTOR KNOB SETTING

1. Check for current at Auto-Pilot terminal No. 1, refer to Paragraph I A, item 3.
2. Adjust Auto-Pilot control cable, refer to De Soto Service Bulletin No. 1104, page 27.

VIII SPEEDOMETER NOISE

1. Inspect Auto-Pilot drive cable and speedometer cable for sharp bends and lack of lubrication. Align all cables and lubricate. Replace kinked cable if necessary.
2. Test speedometer head. Have speedometer head corrected at local speedometer service, if necessary.

IMPORTANT: If any of the preceeding conditions are encountered and the checking procedure as outlined for the particular condition fails to correct the malfunction, then it can be assumed that the cause is within the Auto-Pilot drive mechanism and this unit should be replaced with a new Auto-Pilot Drive Mechanism, Part No. 1972446.

CAUTION: Under no circumstance should an attempt be made to disassemble and service the Drive Mechanism. This unit is serviced as an assembly only with preset adjustments which cannot be accomplished without the special factory tools and equipment.

AUTO-PILOT DRIVE MECHANISM REMOVAL AND INSTALLATION PROCEDURE

REMOVAL

1. Disconnect female electrical plug from terminal block on the Drive Mechanism.
2. Remove the armature lever crank attaching screws and remove crank. Refer to Figure 7.
3. Hold dust shield so that it will not rotate. Then unscrew control cable clamp nut.
4. Unscrew dust shield. Do not unscrew guide clamp nut at the top of dust shield while removing dust shield.
5. Unhook control wire from governor spring adjusting collar.
6. Disconnect both drive cable from Drive Mechanism.
7. Remove the Drive Mechanism mounting attaching cap screws and stud nut. Remove Auto-Pilot unit.

Figure 7

(Over)

INSTALLATION

1. Position unit in mounting bracket and brace. Install the two cap screws and stud nut, tighten securely.
2. Install the two drive cables.
3. Hook the control wire ball into adjusting collar on spring compression rod. Refer to Figure 8. CAUTION: Do not turn adjusting collar while inserting ball as this will change factory set Auto-Pilot selector knob calibration.
4. Reinstall dust shield. Turn speed selector knob counterclockwise as far as possible. Then reinstall clamp nut on bottom of dust shield and tighten until control cable is securely held.

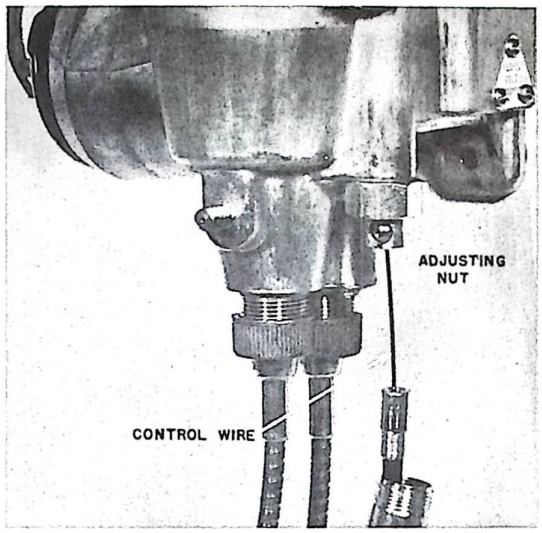

Figure 8

5. Reinstall armature lever crank.
6. Align all cables and recheck connections.
7. Check and adjust accelerator linkage. Refer to De Soto Service Bulletin No. 1104, page 27.
8. Plug female electrical plug into the terminal block connection.
9. Check Auto-Pilot operation.

Part shown in this bulletin is stock code class "P".

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P-184-C

IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
3-9-60	1131

GROUP: Carburetor

SUB-GROUP: AFB Carburetor

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

TO ALL DE SOTO DEALERS:

SUBJECT: RUBBER TIPPED CARBURETOR NEEDLE VALVE

To minimize the possibility of carburetor flooding due to foreign material lodging between the fuel inlet needle and seat, a new synthetic rubber tipped fuel inlet needle with a slightly larger seat has entered production on all 1960 De Soto cars equipped with the AFB (four bore) carburetor. Carburetors equipped with the new needle and seat assemblies can be identified by the letter "B" preceeding the code date, stamped on the edge of carburetor attaching flange. Example: BAO 2968S

The new Needle and Seat Assembly, Part No. 2196207, (Carter Part No. 25-392S) is interchangeable with all previous AFB carburetor needle and seat assemblies. Therefore, if a flooding condition caused by foreign particles in the fuel is encountered which cannot be corrected by the usual methods, it is suggested that a pair of the new needle and seat assemblies be installed.

NOTE: If for any reason a new carburetor equipped with the synthetic rubber tipped needle and seat assemblies is placed in service, it is important to make certain that the needles are not sticking by carefully placing an air nozzle in the fuel inlet fitting and applying air pressure to unseat the needles. Once the needles are unseated, no further sticking will occur after the carburetor is in use.

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

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P-1160-C

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