IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
10-28-59	1100

GROUP: Miscellaneous

SUB-GROUP: Service Information

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

TO ALL DE SOTO DEALERS:

SUBJECT: VEHICLE AND UNIT IDENTIFICATION

This bulletin covers general information on the vehicle and unit identification number system, used on 1960 De Soto cars, that applies to service.

1960 DE SOTO MODELS

PS-1 FIREFLITE	PS-3 ADVENTURER
2-Door Sportsman (Hardtop)	2-Door Sportsman (Hardtop)
4-Door Sportsman (Hardtop)	4-Door Sportsman (Hardtop)
4-Door Sedan	4-Door Sedan

THE 1960 DE SOTO VEHICLE IDENTIFICATION NUMBER (SERIAL NUMBER) is stamped on a steel plate welded to the left front door hinge pillar ("A" post). Starting vehicle numbers are as follows:

	PS-1 FIREFLITE	PS-3 ADVENTURER
Cars built at the Jefferson Assembly Plant	7103-100001	7203-100001
Cars built at the Clairpointe Plant	7108-100001	7208-100001

THE ENGINE NUMBER is stamped on a machined boss located behind the water pump at the right side of the engine. 1960 De Soto engines are numbered as follows:

361 Cubic Inch Displacement engines are marked with the designation P-36, followed by the engine number.

383 Cubic Inch Displacement engines are marked with the designation P-38, followed by the engine number.

P-3774-C

(Over)

(THIS BULLETIN IS SUPPLIED AS TECHNICAL INFORMATION ONLY AND IS NOT AN AUTHORIZATION FOR REPAIRS)

On Warranty Service Claims and all correspondence where engine identification is required, the entire designation and engine number as it appears on the machined boss must be included.

NOTE: The following engine designation, when applicable, will also appear on this boss.

◇	.008 Oversize Tappets
A	Oversize Cylinder Bore
U	Undersize Crankshaft Main Bearing Journals
	Undersize Crankshaft Rod Journals

NOTE: If one or more valves with oversize stems are used it will be designated by either the letter "I" (intake) or the letter "E" (exhaust) stamped on a machined "flat" at the front of the particular cylinder head.

THE BODY CODE PLATE is attached at the left "A" post, just behind the top of the left front fender, on cars built at the Jefferson Plant. On cars built at the Clairpointe Plant, the code plate is located at the forward side of the radiator yoke.

When ordering upholstery or trim material from the MoPar Parts Division, use Trim Parts Order Form D-16713. Supply the car serial number and the trim and paint code designations as shown on the body code plate. All such orders should be directed to the Marysville Parts Plant, Chrysler Motors Corporation, P. O. Box 722, Port Huron, Michigan.

In any case where the body code plate has been omitted, body trim and paint code information can be obtained from the original vehicle Shipping Order (S. O.).

George J. Cutler

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

IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
10-21-59	1102
GROUP	
Special Service Claims	
SUB-GROUP	
1960 Material	

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

TO ALL DE SOTO DEALERS:

SUBJECT: RETURN REQUEST OF REPLACED DEFECTIVE 1960 MATERIAL - (Insert this Bulletin in the "Special Section" of your Warranty and Policy Service Procedure Manual, issued October 15, 1959)

Effective October 16, 1959, and until further notice, all defective parts or material replaced on 1960 De Soto cars, for which a Warranty Service Claim is entered, must be returned to the factory for Quality Control inspection and evaluation.

THIS DOES NOT INCLUDE ELECTRICAL PARTS, ACCESSORIES OR EQUIPMENT NORMALLY REPLACED OR REPAIRED BY ACCESSORIES OR EQUIPMENT MANUFACTURER'S AUTHORIZED SERVICE STATIONS.

Note: This special Bulletin does not apply to dealerships in the states of Alaska and Hawaii.

Adherence to the following instructions and procedures will enable us to process your claims promptly:

A. Returning Parts (other than Major Assemblies)

1. Drain free of oils, clean and tag with a Parts Replacement Tag, Form #17102, to identify replaced material.

2. Package material properly to prevent damage to fragile parts or loss in transit.

3. Enclose copies #1, #2 and #3 of the completed Warranty Service Claim form, with "cause of failure" clearly described, in a protective envelope with the replaced material as a packing slip. (In the case of Associate Dealers enclose #1 and #2 copies only)

4. Ship material, Transportation Prepaid as "Used Automotive Parts", by the most economical method, motor or rail freight or if practical by parcel post to:

CHRYSLER CORPORATION
PLYMOUTH-DE SOTO-VALIANT DIVISION
SERVICE CLAIMS INSPECTION DEPARTMENT
6401 LYNCH ROAD
DETROIT 34, MICHIGAN

P-3674-C

(over)

(THIS BULLETIN IS SUPPLIED AS TECHNICAL INFORMATION ONLY AND IS NOT AN AUTHORIZATION FOR REPAIRS)

5. Transportation costs for requested material return shipments may be recovered, as stated in the Warranty and Policy Service Procedure Manual, by submission of a Warranty Service Claim form covering shipment of the material supported with "Paid" transportation receipt attached to the claim.

B. Warranty Service Claims Entered Covering Labor Only Operations

1. Mail the #1, #2 and #3 copies of the Warranty Service Claims for labor only operations as covered in the Warranty and Policy Service Procedure Manual to:

C. J. SKELLY
MANAGER-CUSTOMER SERVICES-DE SOTO
12200 EAST JEFFERSON
DETROIT 14, MICHIGAN

C. Return Procedure for Assemblies (major units)

(Engines, Torqueflite and Powerflite Transmission and Power Steering Units) (chucks only)

1. Drain free of oils, clean and tag with Parts Replacement Tag, Form #17012.

2. Attach the "Bill of Lading" (Proof of Shipment) to copies #1 and #2 of the completed Warranty Service Claim, with description of failure clearly defined on the form, and mail to the attention and address as instructed under Item "B".

3. Enclose the #3 copy of the Warranty Service Claim in a protective envelope and securely attach to unit being returned.

4. Ship all units as "Used Automotive Parts" by Rail Freight Collect.

ENGINES

CHRYSLER TRENTON PLANT
QUALITY CONTROL DEPARTMENT
2000 VAN HORN ROAD
TRENTON, MICHIGAN

TORQUEFLITE TRANSMISSIONS

CHRYSLER KOKOMO PLANT
QUALITY CONTROL DEPARTMENT
2301 SOUTH REED ROAD
KOKOMO, INDIANA

POWERFLITE TRANSMISSIONS
POWER STEERING UNITS (CHUCKS ONLY)

CHRYSLER INDIANAPOLIS PLANT
QUALITY CONTROL DEPARTMENT
INDIANAPOLIS, INDIANA

George J. Cutler

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

P-3674-C

IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
10-26-59	1104

GROUP: MISCELLANEOUS

SUB-GROUP: PS-1, PS-3 SERVICE INFORMATION

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

TO ALL DE SOTO DEALERS:

This bulletin contains advance service information on the new 1960 De Soto cars, models PS-1 Fireflite and PS-3 Adventurer.

The 1960 De Soto Service Manual will be mailed in the near future. However, in order that you may have pertinent information regarding those units which are not easily understood by visual inspection, and all specifications covering these beautiful new De Soto cars, this advance service bulletin is being made available to you.

George J. Cutler

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

GENERAL INFORMATION

1960 DE SOTO MODELS

PS-1 FIREFLITE	PS-3 ADVENTURER
2-Door Sportsman (Hardtop)	2-Door Sportsman (Hardtop)
4-Door Sportsman (Hardtop)	4-Door Sportsman (Hardtop)
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Electrical	4	Lubrication and Maintenance ...	22
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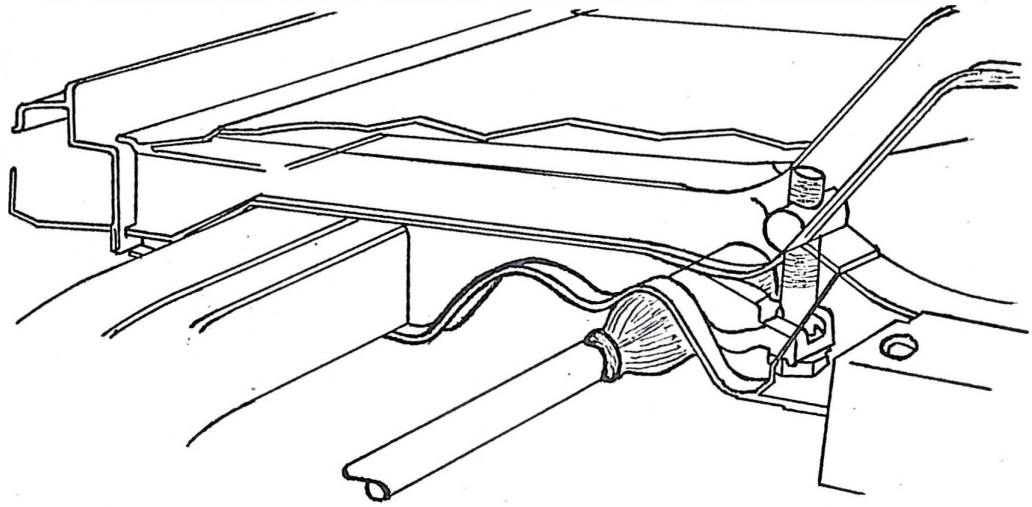
Exhaust	15	Air Conditioning	26
Fuel	16	Accessories	27

FRONT SUSPENSION SYSTEM

Adjustment of 1960 De Soto front suspension system is essentially the same as 1959 models, with the following exception:

The torsion bar rear anchor adjusting cams are relocated from the top side of the frame crossmember to the underside. Refer to sketch.



TORSION BAR REAR ANCHOR

Specifications

Models	PS-1	PS-3
Height	2 inches ± 1/8 inch Difference between left and right side not to exceed 1/8 inch	
Steering Axis Inclination	5-1/2° - 7-1/2°	
Camber	Left + 3/8° ± 1/4° (+ 3/8° preferred) Right + 1/8° ± 1/4° (+ 1/8° preferred)	
Caster - Manual Steering	- 3/4 ± 3/4° (-3/4° preferred)	
Power Steering	+ 3/4 ± 3/4° (+ 3/4° preferred)	
Toe-In	3/32 inch to 5/32 inch (1/8 inch preferred)	
Toe-Out on Turns	21-1/2° (± 1°) inner wheel, when outer wheel is 20°	
Tread	Front - 61.0 Rear - 59.7	
Wheelbase (inches)	122	

REAR AXLE

Identifications

Axle Gear Ratios (Conventional)	PS-1	Optional	PS-3	Optional
Models with PowerFlite transmission	3.31			
Models with TorqueFlite transmission	2.93	3.31	2.93	3.31
Sure-Grip Rear Axles				
All models (when so equipped)	3.31		3.31	

Specifications

Ring Gear Diameter	8-3/4 inch
Drive Pinion Bearing Pre-Load	20-30 inch pounds without seal
Drive Gear and Pinion	Serviced in matched sets only
Drive Gear Runout	.005 inch (maximum)
Drive Gear and Pinion Backlash	.006 to .008 inch
Differential Side Gear Clearance	.004 to .012 inch
Wheel Bearing Axle Shaft End Play	.013 to .018 inch
Differential Lubricant Capacity	3-1/2 pints
Standard	GL-3 or GL-4
Sure-Grip	MoPar Part No. 1879414 (classified as GL-4)

BRAKES

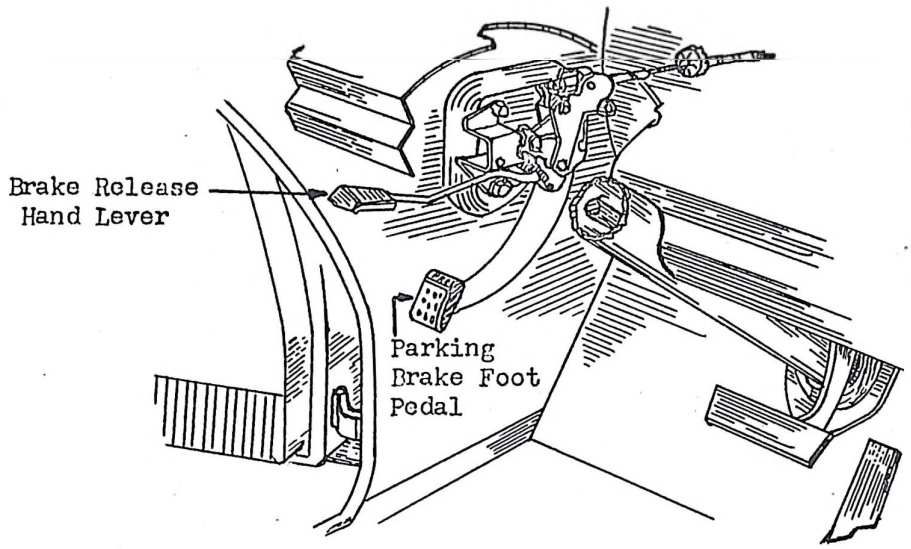
Service procedures for 1960 De Soto service brakes are the same as those outlined for the three platform brakes used on late production 1959 De Soto cars, refer to De Soto Service Bulletin No. 1043.

Specifications

Type	Hydraulic Total Contact
Drum Diameter	PS-1 - PS-3 - 11 inch
	Equipped with Ram Charged Engine - 12 inch
Lining Type	Molded Asbestos
Attached to Shoes by	Cyclebond
Width all Models	Front 2-1/2" - Rear 2-1/2"
Thickness	14/64"
Brake Shoe Return Spring Tension - Pounds - Front and Rear	45 to 55
Diameter of Wheel Cylinder Bore	1-1/8"
Diameter of Master Cylinder Bore	1-1/8"
Piston Cylinder Clearance (all Bores)	.003 to .0065"
Brake Pedal Free Play (manual brakes) only	Not Required
Brake Pedal Free Play (power brakes)	1/16 to 1/8"

Parking Brake

All 1960 De Soto cars are equipped with a foot operated parking brake. To apply the parking brake, press downward on the parking brake foot pedal. To release, press down on the hand release lever under the left side of the instrument panel.



FOOT-OPERATED PARKING BRAKE

Service and adjustment procedures for the foot operated parking brake are the same as those outlined for 1959 De Soto cars, with the following exception:

The parking brake control assembly under the instrument panel should have a thin film of lubriplate applied to the apply, release and pawl pivots, pawl springs, ratchet teeth and the cable connector each time the car is lubricated.

Due to the close proximity of the frame crossmember at the rear of the transmission, a new Special Service Tool C-3723 is required to efficiently accomplish the hand brake adjustment. Installation of the hand brake cable on the operating lever is more convenient with the crossmember removed.

When necessary to use the parking brake as an emergency brake, depress the hand release lever and hold, then pump the parking brake foot pedal until the car stops. Caution: Do not lock the parking brake during emergency stops.

COOLING

Specifications

Cooling Capacity - Without Heater	16 quarts
With Heater	17 quarts
Radiator Cap Relief - Valve Pressure	14 P.S.I.
With Air Conditioning	16 P.S.I.
Thermostat - Starts to Open	178 to 182° F.
Fully Open	202° F.
Fan - Number of Blades	4
Number of Blades (Air Conditioning)	7
Water Pump - Number of Impeller Blades	10
Number of Impeller Blades (Air Conditioning)	6

Note: All Air conditioned cars are equipped with Silent Flite Fluid Fan Drive.

ACCESSORY BELT DRIVES

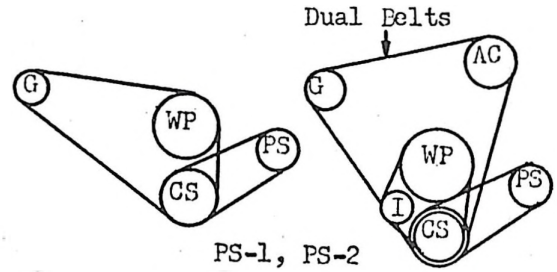
Specifications

Torque Method

Torque (Foot Pounds) to be Applied to Components

All Models

Accessory	Belt in Use	New Belt
Power Steering Bracket	55	90
Generator - Without Air Cond.	20	30
- With Air. Cond.	35	65
Fan Idler Bracket	35	50



PS-1, PS-2

ELECTRICAL SYSTEM

Service and parts information for the 1960 De Soto electrical system.

GENERATOR

Generator Model	(Auto-Lite)	(Chrysler)	(Chrysler Part No. Less Pulley)
Standard	GJM-8201A	2095074	2095070
Low Cut-In	GHM-8001B	1842784	1842785
Single Air Conditioning	GJM-8202A	2095075	2095072
Dual Air Conditioning	GHM-8002A	1842780	1842773
Air Conditioning - Heavy Duty	* NYA	1889817	1889813
W/O Air Conditioning-Heavy Duty	* NYA	1889820	1889813

* Not yet available

Specifications

Generator Model	Chrysler 1842784 1842780	Chrysler 2095074 2095075	Chrysler 1889817 1889820
Rotation Voltage	12	12	12
Rated Out-Put	30 Amperes	35 Amperes	40 Amperes
Control	Vibrating Regulator	Vibrating Regulator	Vibrating Regulator
Ground Polarity	Negative	Negative	Negative
Poles	2	2	2
Brushes	2	2	2
Brush Spring Tension	34 to 41 ounces	34 to 41 ounces	34 to 41 ounces
End Play	.003 to .010"	.003 to .010"	.003 to .010"
Field Coil Draw (Arm to Field Terminal)	1.2 to 1.3 Amps at 10 Volts	1.6 to 1.7 Amps at 10 Volts	1.2 to 1.3 Amps at 10 Volts
Metering Draw	3.3 to 3.8 Amps at 10 Volts	3.8 to 4.3 Amps at 10 Volts	2.9 to 3.4 Amps at 10 Volts
Out-Put Test (at 70° F.)	10 Amps, 13.5, Volts at 1040 Max. R.P.M.	10 Amps, 13.4 Volts at 1480 Max. R.P.M.	10 Amps, 13.4 Volts at 1020 Max. R.P.M.
	30 Amps, 15 Volts at 1800 Max. R.P.M.	35 Amps, 15 Volts at 2400 Max. R.P.M.	40 Amps, 15 Volts at 1800 Max. R.P.M.

REGULATOR

Specifications

Regulator Model	VBO-4202BC-1889944 (For 35 Amp. Gen.)	VBO-4202CC-2095341 (For 30 Amp. Gen.)	VBO-4202AC-2095200 (For 40 Amp. Gen.)
Volts	12	12	12
Ground Polarity	Negative	Negative	Negative
Resistors			
Marked 60			55.0 to 70.0 ohms
Marked 38	34.5 to 45 ohms		34.5 to 42.0 ohms
Marked 30			28.0 to 34.5 ohms

Voltage Regulator
- Voltage Winding Resistance: 44.0 to 49.0 ohms
- Armature Air Gap: .048 to .052 inch
  Contacts closed with high limit gauge installed
  Contacts open with low limit gauge installed
  Gauge on contact side and next to brass stop pin

Voltage Setting (Operating Voltage)
After 15 minutes run at 7 Amperes

Temperature in Degrees F.	50°	60°	70°	80°	90°	100°	110°	120°
Maximum Setting	15.04	14.97	14.90	14.83	14.76	14.69	14.01	14.54
Minimum Setting	14.42	14.36	14.30	14.23	14.16	14.09	14.62	13.94

Current Limiting Regulator
- Armature Air Gap: .048 to .052 inch
  Contacts closed with high limit gauge installed
  Contacts open with low limit gauge installed
  Gauge on contact side and next to brass stop pin

Current Setting (After Voltage Regulator Setting)
Operating Amperage after 15 minutes at 7 amperes. Then followed with a 15 minute run at rated current regulator setting (below 13.5 volts).

	Temperature (F.)	50°	60°	70°	80°	90°	100°
Model VRX-6201A (1642333) 30 Amp.	Max. Setting	35	33	32	31	30	29
	Min. Setting	31	29	28	27	26	25
Model VRX-6301A (1842798) 35 Amp.	Max. Setting	39	38	37	36	35	34
	Min. Setting	35	34	33	32	31	30
Model VAT-6201 (1662137) 40 Amp.	Max. Setting	46	45	44	43	42	41
	Min. Setting	42	41	40	39	38	37

Cut-Out Relay:
- Voltage Winding Resistance: 107 to 121 ohms
- Air Gap (contacts open): .031 to .034 inch
  (Measure gap as near to hinge as possible.)
- Point Gap (Minimum): .015 inch
- Contacts Close (Volts): 12.6 to 13.6 Volts
- Contacts Open (After charge of 10 amperes): 8.2 to 9.3 Volts
  Discharge amperes: 0 to 6 amperes (discharge)

BATTERY

The service procedure remains the same as outlined for 1959 models.

STARTING MOTOR

Specifications

Car Model Usage	PS-1, PS-3
Starter Model	MDT-6002-1770712
Starter Model	MDT-6002-1770712
Voltage	12
No. of Fields	4
No. of Poles	4
Brushes	4
Spring Tension	32 to 48 ounces
Drive	Solenoid Shift Overrunning Clutch
End Play	.005" minimum
Free-Running Test	
Voltage	11
Amperage Draw	80 amps. maximum
Minimum Speed rpm	3800 minimum
Stall Torque Test	
Torque Foot-Pounds	8.5
Voltage	4
Amperage Draw	350
Pinion to Housing Clearance	.070" to .120" Between Pinion Stop (with Armature End Play Removed)
Solenoid Switch	
Pull-In Coil	28.6 to 32.9 Amps at 6 Volts
Hold-In Coil	10.2 to 11.8 Amps at 6 Volts

GAUGES

1960 De Soto cars are equipped with new Thermal type fuel and temperature gauges. Both gauges operate on a constant voltage which is received from a voltage regulator built into the fuel gauge. In the case of the fuel gauge, this constant voltage is directed to a variable resistance unit in the fuel tank which is sensitive to the fuel level. The temperature gauge directs its voltage to a variable resistance sending unit in the engine which is sensitive to engine coolant temperature. These new Thermal type gauges eliminate excessive indicator fluctuation.

The terminals on the fuel gauge are as follows:

"A" - is the output terminal for the controlled voltage from the regulator.

"I" - is the 12 volt input voltage terminal to the voltage regulator.

"S" - is the terminal for the connection to the sending unit in the fuel tank.

The terminals on the temperature gauge are as follows:

"A" - is the controlled voltage terminal to the regulator in the fuel gauge.

"S" - is the terminal for the connection to the sending unit on the engine.

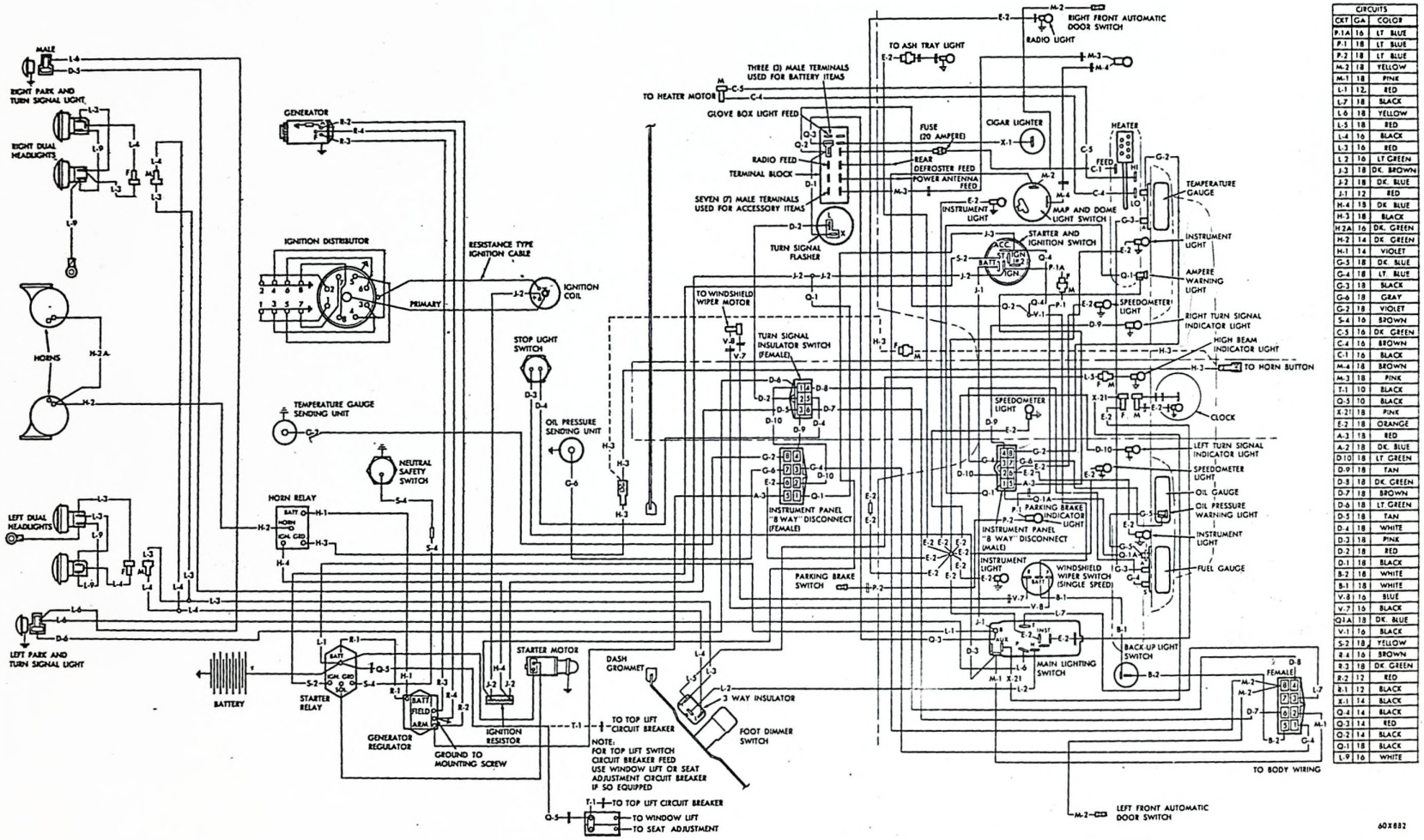
Test and service procedures for the thermal type gauges are essentially the same as those outlined for 1959 De Soto cars.

IGNITION SYSTEM

Specifications

			W/Ram Manifold
Distributor - Make	Auto-Lite	Auto-Lite	Auto-Lite
Model	1BP-4005C	1BP-4005D	1BS-4006E
Centrifugal Advance (Degrees and RPM)	0° @ 250 to 450 0 to 2° @ 450 3.5 to 5.5° @ 800 7 to 9° @ 2200	0° @ 275 to 425 0 to 4.3° @ 425 3.3 to 5.3° @ 540 10 to 12° @ 2150	0° @ 325 to 475 0 to 4.3° @ 475 4.5 to 6.5° @ 640 9 to 11° @ 2400
Vacuum Advance (Degrees at inches of vacuum)	0° @ 7.4 to 9" 4.5 to 7.8° @ 12" 8.3 to 11° @ 15"	0° @ 7.4 to 9" 4.5 to 7.8° @ 12" 8.3 to 11° @ 15"	0° @ 7.2 to 8.9" 4.5 to 7.5° @ 12" 7.5 to 10.5° @ 14.5"
Contact Gap	.014 to .019"	.014 to .019"	.014 to .019"
Dwell Angle	27 to 32°	27 to 32°	One set points 27 to 32° Both sets points 34 to 40°
Condenser Capacity	.25 to .285 mfd.	.25 to .285 mfd.	.25 to .285 mfd.
Arm Tension Spring	17 to 21.5 oz.	17 to 21.5 oz.	17 to 21.5 oz.
Rotation	Counter-Clockwise	Counter-Clockwise	Counter-Clockwise
Timing	10° BTC	10° BTC	* 7.5° BTC
Spark Plug Type	A42	A42	A32
Spark Plug Gap	.035"	.035"	.035"

* Timing must be checked with vacuum line disconnected and engine idle speed below 600 R.P.M.



CIRCUITS		
CKT	GA	COLOR
P-1A	16	LT. BLUE
P-1	18	LT. BLUE
P-2	18	LT. BLUE
M-2	18	YELLOW
M-1	18	PINK
L-1	12	RED
L-7	18	BLACK
L-6	18	YELLOW
L-5	18	RED
L-4	16	BLACK
L-3	16	RED
L-2	16	LT GREEN
J-3	18	DK. BROWN
J-2	18	DK. BLUE
J-1	12	RED
H-4	18	DK BLUE
H-3	18	BLACK
H-2A	16	DK. GREEN
H-2	14	DK GREEN
H-1	14	VIOLET
G-5	18	DK. BLUE
G-4	18	LT. BLUE
G-3	18	BLACK
G-6	18	GRAY
G-2	18	VIOLET
S-4	16	BROWN
C-5	16	DK GREEN
C-4	16	BROWN
C-1	16	BLACK
M-4	18	BROWN
M-3	18	PINK
T-1	10	BLACK
Q-5	10	BLACK
X-21	18	PINK
E-2	18	ORANGE
A-3	18	RED
A-2	18	DK. BLUE
D10	18	LT GREEN
D-9	18	TAN
D-8	18	DK. GREEN
D-7	18	BROWN
D-6	18	LT GREEN
D-5	18	TAN
D-4	18	WHITE
D-3	18	PINK
D-2	18	RED
D-1	18	BLACK
B-2	18	WHITE
B-1	18	WHITE
V-8	16	BLUE
V-7	16	BLACK
Q1A	18	DK. BLUE
V-1	16	BLACK
S-2	18	YELLOW
R-4	16	BROWN
R-3	18	DK. GREEN
R-2	12	RED
R-1	12	BLACK
X-1	14	BLACK
Q-4	14	BLACK
Q-3	14	RED
Q-2	14	BLACK
Q-1	18	BLACK
L-9	16	WHITE

SCHEMATIC WIRING DIAGRAM

ENGINE

The new 1960 De Soto features a selection of four engines ... A 361 cubic inch displacement Turboflash engine with 2-barrel carburetor standard on Fireflite. A 383 C.I.D. with 2-barrel carburetor standard on Adventurer models. An Adventurer Mark I (High Performance) 383 C.I.D. engine with 4-barrel carburetor optional on both Fireflite and Adventurer. A new Ram Charge engine equipped with two 4-barrel carburetors and a new concept of fuel induction. This engine is also optional on both Fireflite and Adventurer. All 1960 De Soto engines retain the same basic design as used on previous models, except for the ram induction principle which is incorporated in the new Ram Charge Engine. New shear-type front engine mounts and a new spring-cushion type rear engine support insulator are provided for improved engine mounting. Service and maintenance procedures are virtually unchanged, except for the following:

Oil Pan Removal

1. Disconnect steering gear link from idler arm and steering gear arm.

2. Loosen clamp bolts at ball joint exhaust pipe connection (both sides, with dual exhausts) and disconnect exhaust pipe at right and left manifold. On cars with single exhaust, disconnect exhaust pipe cross-over at bracket on front face of torque converter housing. Lower exhaust pipes away from manifolds.

3. Disconnect front engine mounts from frame brackets by removing the attaching nut from the vertical stud in the frame brackets.

   NOTE: The attaching nuts are located at the top side of the frame bracket, between the bracket and engine mount, and are accessible from the inboard side of the brackets.

4. Raise front of engine up slightly (approximately two inches) to provide clearance for oil pan removal. Caution: When raising engine, care must be exercised to avoid damaging fan shroud, hood, etc.

5. Remove oil pan attaching screws. Note: Turn crankshaft so number one rod throw is at approximately 8 o'clock position when viewed from rear of engine to allow clearance between frame front crossmember and oil pan. In some cases it may be necessary to remove the lower front plate on the torque converter housing to obtain additional clearance for oil pan removal.

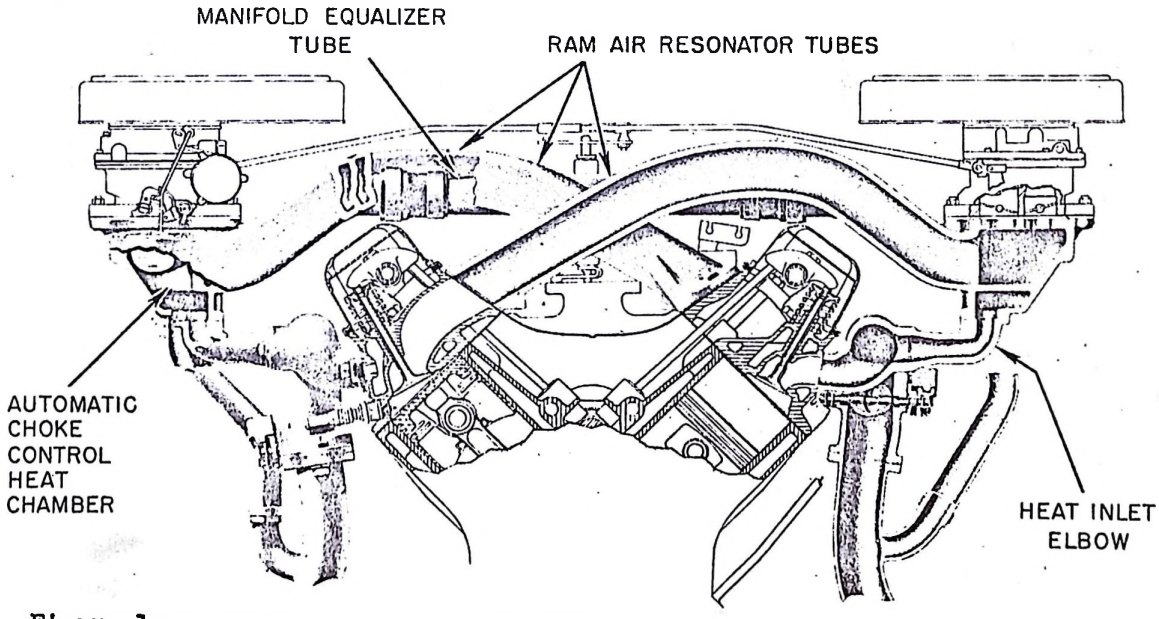


Figure 1.

RAM INDUCTION MANIFOLD

The Ram Induction Manifold equipped engine, as shown in Figure 1, consists of twin air cleaners, twin AFB carburetors (with individual automatic well type chokes) and two aluminum manifolds, containing eight long sweeping passages (four in each manifold), all of which represent a new method of fuel induction.

The air-fuel mixture from each carburetor flows into a chamber directly under the carburetor, then passes through the long individual intake branches to the opposite cylinder bank. The right hand carburetor supplies air-fuel mixture for the left hand cylinder bank, whereas the left hand carburetor supplies the right hand cylinder bank. The passages between the right and left hand manifolds are inter-connected with a pressure equalizer tube, to maintain balance of the engine pulsations.

The throttle linkage operates through a center mounted bellcrank and controls both carburetors at the same time. It is very important that if one or more of the carburetors has been removed, or either manifold, that a complete linkage adjustment be made in order to obtain peak engine performance.

SETTING TIME RAM MANIFOLD THROTTLE LINKAGE

Setting the throttle linkage is a very important step. If throttle linkage is not properly adjusted various conditions affecting car performance can be encountered, such as loss of performance, no wide open throttle response, delayed shifting of the transmission, no kickdown, delayed upshifts, etc.

Setting the throttle linkage is divided into four parts; namely, positioning the accelerator shaft, positioning the accelerator pedal, setting the bellcrank and synchronizing each carburetor and adjusting anti-stall device. It is very important that the throttle linkage be set in this order. At any time the throttle linkage is reset, the anti-stall device must be reset.

Positioning the Accelerator Shaft

To position the accelerator shaft proceed as follows:

1. Loosen the accelerator shaft to transmission rod adjusting nut and accelerator shaft to throttle shaft lever rod adjusting nut.

2. Insert a piece of 3/16 inch drill rod, 10 inches long into the accelerator shaft bracket and through hole in the lever.

3. Move the transmission throttle control lever forward until it stops. Tighten the accelerator shaft to transmission rod locknut securely. This positions the accelerator shaft.

Positioning the Accelerator Pedal

To position the accelerator pedal, proceed as follows:

1. Unsnap the accelerator pedal to shaft rod.

2. Turn the threaded end of the rod either in or out until a measurement of 114 degrees is obtained between the floor of the car and the flat face of the accelerator pedal.

   NOTE: This measurement can be made with a protractor.

3. After correct measurement has been obtained, reconnect the rod. Remove the drill rod from the accelerator shaft bracket.

Setting the Bellcrank

To set the accelerator linkage pivot bellcrank located on top of the intake manifold, proceed as follows:

1. Loosen locking nuts at the pivot end of both carburetor throttle rods.

   NOTE: Some early models are not equipped with the slide type adjustment. On these cars, lift off the bellcrank end of the link and adjust length of rod by turning end to assure that carburetor throttle valves are in the fully closed position as outlined in Item 4. below.

2. Back off the anti-stall adjusting plunger far enough to allow the bellcrank to be pivoted.

3. Pivot the bellcrank until a 3/16 inch piece of drill rod three inches long can be inserted through the bellcrank hole and down into the locating hole in the intake manifold.

4. Inspect each carburetor to be sure the choke valves are open, that the fast idle cams are released, and the the throttle valves are closed.

5. Tighten locking nuts securely. Remove the drill rod from bellcrank.

6. Push rearward on the accelerator shaft to throttle shaft lever rod adjusting link, until stop is felt. Tighten the locking nut securely.

ADJUSTING THE ANTI-STALL DEVICE

1. To readjust the anti-stall device, it is necessary that the engine be at normal operating temperature and that the curb idle speed be 725 to 750 rpm and constant with the transmission in neutral (N) and the air conditioning compressor "ON" (if so equipped). (See section "Adjusting the Ram Manifold AFB 2903S Series Carburetors" to obtain this idle speed.)

2. With the transmission in Drive (D) and with the parking brake and the foot brakes applied, turn the anti-stall plunger toward the bellcrank until clearance of .005" to .010" has been obtained.

ADJUSTING THE RAM MANIFOLD AFB 2903S SERIES CARBURETORS

Twin 4-barrel AFB 2903S series carburetors are used on the Ram Induction Manifold equipped cars. These carburetors are fundamentally the same as other 4-barrel carburetors and the service procedures for disassembly, cleaning, inspection and reassembly follow the same sequence of operations.

the following information covers only the adjustments that differ from conventional mounted carburetors.

A. IDLE SPEED AND MIXTURE ADJUSTMENT (ON THE VEHICLE)

Before the idle speed and mixture adjustments are made, inspect to be sure that the throttle linkage to both carburetors allows the return to the idle position simultaneously. This is very important in obtaining a good idle setting, since these carburetors are equipped with a by-pass air bleed for setting the idle speed.

The ignition timing should be checked to make certain it is within specifications ($7\frac{1}{2}$° BTC) as this also affects idle quality. If the ignition timing is not within specifications, disconnect the vacuum advance line at the distributor as there is full vacuum advance at idle and set the timing with the engine idle speed below 600 rpm, and transmission in neutral and air conditioning compressor "OFF" (if so equipped). If under these conditions, idle speed is still above 600 rpm, adjust both carburetor idle by-pass air bleed screws equally until desired idle speed is obtained.

Connect the vacuum advance line and warm engine up to normal operating temperature. Disconnect each carburetor throttle rod at the bell crank on the manifold, then proceed as follows:

1. Turn all adjusting screws (mixture and by-pass) in finger tight.

2. Open the by-pass idle air bleed screws one full turn.

3. Open each idle mixture screw 3/4 turn.

4. Connect a tachometer, then start the engine.

5. Turn the mixture screws on the left carburetor 1/8 turn at a time until the smoothest idle has been obtained.

6. Repeat this procedure on the right carburetor, keeping the mixture screws within 1/8 turn of each other.

7. With the transmission in Neutral (N), air conditioning compressor "ON" (if so equipped) and parking brake applied, set the curb idle speed from 725 to 750 rpm by adjusting the by-pass air bleed screws on each carburetor. Be sure to keep the by-pass air bleed screw openings equal on both carburetors.

8. Repeat steps 5, 6 and 7 until a smooth idle at 725 to 750 rpm has been obtained.

9. Connect each carburetor throttle rod at the bellcrank. If either carburetor has been removed for cleaning or repair, set the throttle linkage as outlined under the "Ram Manifold" section.

B. FAST IDLE ADJUSTMENT (ON VEHICLE)

When making fast idle adjustment on the vehicle, each AFB carburetor should be adjusted individually. To make the fast idle adjustment, proceed as follows:

1. The engine should be at normal operating temperature and have a curb idle speed of 725 to 750 rpm with transmission in (N) and air conditioning compressor "ON" (if so equipped).

2. Turn air conditioning compressor "OFF" (if so equipped).

3. Remove each air cleaner.

4. Disconnect each throttle rod at the bellcrank on the intake manifold.

5. Open the throttle valves of the left carburetor far enough to allow positioning of the fast idle cam to the fast idle index mark. The right carburetor should remain at the curb idle position.

6. Adjust fast idle screw until a fast idle speed of 1375 to 1425 rpm is obtained.

7. After the desired engine speed has been obtained, open the throttle slightly to allow the fast idle cam to return to the open choke (or off fast idle) position.

8. Repeat steps 5, 6 and 7 in setting right carburetor fast idle speed (1375 to 1425 rpm with left carburetor at curb idle position). It is very important at the completion of this step, (8.), that each carburetor has identical fast idle speeds.

   NOTE: There is no specification for engine rpm with both carburetors simultaneously set at the fast idle position.

9. Connect both carburetor throttle rods to the bellcrank.

C. INDEXING THE CHOKE PISTON

Before indexing the choke piston, be sure the ignition system and timing are at the required specifications, that the manifold heat control valves are operating properly (this is very important for normal warm-up of the engine).

After the above items have been inspected and corrected if necessary, index the choke piston as follows:

1. Remove the choke housing baffle plate.

2. Remove the throttle return spring, so that the throttle can be set at one quarter open.

3. Be sure the choke valve is wide open.

4. Slide a .026 inch wire into the choke piston slot, so that the hook on the end enters the slot in the cylinder. (This gauge can be made by bending the .026 inch end of wire gauge, Tool T-109-189, to form the shape, shown in Figure 2).

5. Push on the choke valve, counter-clockwise, trapping the wire gauge between the piston and the cylinder slot (choke linkage hanging free).

6. It should now be possible to insert a #32 drill between the choke valve and wall of the air horn. If an adjustment is necessary, bend the link that connects the choke shaft to the choke piston lever (at angle) until the correct clearance has been obtained.

7. Place the choke baffle plate in position and install retaining screws. Tighten securely.

8. Connect the throttle return spring.

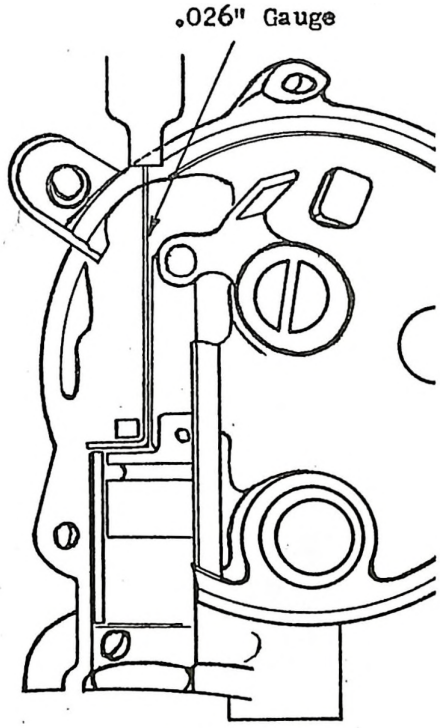


Figure 2.

ENGINE

Specifications

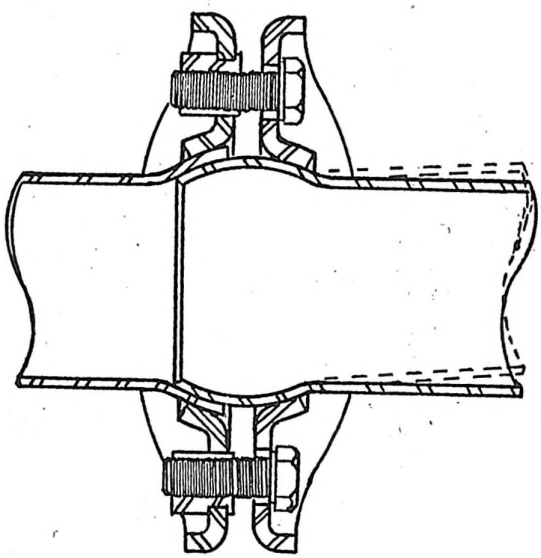
Engine	PS-1 Fireflite	PS-3 Adventurer
Type	90° V-8	
Bore & Stroke	4.125 x 3.375	4.250 x 3.375
Piston Displacement	361 cu. in.	383 cu. in.
Compression Ratio	10 to 1	
Compression Pressure (at 160 R.P.M. - Plugs Removed - Wide Open Throttle)	150 to 180 psi	
Maximum Variation Between Cylinders	20 psi	
Firing Order	1-8-4-3-6-5-7-2	
Idle Speed - R.P.M. (Curb Idle)		
Standard Engine (2-barrel carb.) -		
W/out Air Conditioning	500	500
With Air Conditioning	575	575
Adventurer Mark I (4-barrel carb.)		
W/out Air Conditioning		500
With Air Conditioning		550
Ram Charge Engine (Two 4-barrel carb.)		725 - 750
Ignition Timing		
Standard Engine	10° BTDC	10° BTDC
Adventurer Mark I		10° BTDC
* Ram Charge Engine		7.5° BTDC
Spark Plug Type & Gap		
Standard Engine	A42 - .035"	A42 - .035"
Adventurer Mark I		A42 - .035"
Ram Charge Engine		A32 - .035"

Note: On cars with air conditioning, idle speed adjustment should be made with transmission in "D" or "R" range and the compressor clutch engaged.

* On cars with Ram Charge engine, timing must be checked with vacuum line disconnected and idle speed below 600 R.P.M.

EXHAUST SYSTEM

A new ball joint exhaust pipe connection is used on 1960 De Soto single and dual exhaust systems. The Ball Joint provides a better means of exhaust system alignment to minimize noise and vibration. Refer to sketch.



Ball Joint Exhaust Pipe Connection

1. If necessary to replace a muffler only, the front exhaust pipe is to be sawed through, just ahead of the muffler, then the appropriate service muffler and a clamp installed.

2. If necessary to replace the exhaust pipe ahead of the muffler, the appropriate exhaust pipe as listed in the MoPar parts catalog should be used. This will also necessitate using the service muffler and clamp.

FUEL SYSTEM

Service and parts information for the 1960 De Soto fuel system.

BBD - Carburetor

Specifications

Model	BBD-2923S
Type	Dual Throat Downdraft
Main Metering Jet	
Standard	#120-245S
One Size Lean	#120-238S
Adjustments	
Float Setting (at center of floats)	9/32"
Accelerator Pump (top of plunger to air horn)	1 + or - 1/64"
Fast Idle	1375 to 1425 rpm
Fast Idle Setting	.015"
Choke Unloader (wide open kick)	1/4"
Idle Mixture (both screws)	1 full turn open ± 1/2
Idle Speed (curb idle)	500 rpm
(with air conditioning)	575 rpm
Bowl Vent Valve Setting	.060"
Choke	
Type	Well-Automatic
Control	Thermostatic Coil Spring
Setting	On Index

AFB - Carburetor

Specifications

Model (automatic transmission)	2950S	2968S	2903S
Type	4 Barrel Downdraft		
Throttle Bore			
Primary	1-7/16"	1-7/16"	1-7/16"
Secondary	1-9/16"	1-9/16"	1-11/16"
Main Venturi			
Primary	1-3/16"	1-3/16"	1-3/16"
Secondary	1-5/16"	1-5/16"	1-9/16"
Low Speed Jet			
Primary	#67-.032"	#67-.035"	#65-.035"
Adjustments			
Accelerator Pump Setting (top of plunger to air horn)	7/16"	7/16"	7/16"
Choke Unloader (wide open kick)	1/4"	1/4"	1/4"
Fast Idle Adjustment	.020"	.020"	.010"
Fast Idle Speed (rpm)	1775-1825	1775-1825	
Idle Speed Adjustment (rpm)	500	500	725-750
* (with air conditioning) (rpm)	550	550	
Secondary Throttle Lever Adjustment	19/64"	19/64"	19/64"

Secondary Throttle Lock-Out Adjustment.....	.020"	.020"	.020"
Float Setting (gasket to top of floats).....	7/32"	7/32"	9/32"
Float Drop.....	3/4"	3/4"	3/4"
Idle Mixture (both screws-turns open).....	1-2	1-2	1-2
Automatic Choke Unit Setting.....	2 notches rich	2 notches rich	1 notch rich

* 550 rpm with the transmission in "D" or "R" and the air conditioning compressor "on".

Fuel Pump

Specifications

Engine.....	P-361 Cu. In. - P-383 Cu. In.
Make.....	Carter
Model.....	M-2769S
Type.....	Diaphragm
Number of Valves.....	3
Driven By.....	Camshaft
Pump Pressure (pounds).....	3-1/2 to 5

Fuel Tank

The fuel tank on all 1960 De Soto cars has a 23 gallon capacity. The tank filler tube is accessible through the center of the deck opening lower panel, it is concealed by the rear license frame.

STEERING

Manual Steering

The 1960 De Soto manual steering is the same as used on late production 1959 De Soto cars. Refer to De Soto Service Bulletin No. 1080.

Specifications

Type.....	Worm and Three Tooth Roller
Ratio.....	20.4 to 1
Gear Shaft Bearings.....	2 Needle Roller Bearings
Worm Shaft Bearings.....	Tapered Roller
High Point.....	Notch on Steering Column Tube Straight Up

Power Steering

The service and adjustment procedures are the same as those outlined for 1959 models, with the following exception.

The procedure for removal and installation of the power steering gear housing on 1960 De Soto models equipped with Ram Charged Engines, are as follows:

1. Remove left front fender inspection opening panel.

2. Raise lower end of gear housing and rotate the assembly in a clockwise motion toward cowl panel until cross shaft splines clear frame rail.

3. Then tilt the housing toward the engine and remove the steering gear assembly (cross shaft end first) through inspection hole at fender side panel.

4. Reverse the procedure for installation.

Specifications

Ratio	16 to 1
Fluid Capacity of Hydraulic System	2 quarts
Type of Fluid	Use only Part No. 2084329 Power Steering Fluid
Maximum Pump Pressure	1000 to 1100 psi
Maximum Fluid Flow at 3,000 rpm	2-1/4 gallon

PROPELLER SHAFT AND UNIVERSAL JOINTS

Specifications

	PS-1	PS-3
Diameter	2-3/4"	
Length Centerline of trunnion pin to center line of rear yoke	53-13/32"	
Lubrication	2 oz. Universal Joint Lubricant	
Universal Joints Type	Ball & Trunnion (Front) Cross Type (Rear)	
Operating Angle	2 degrees	

WHEELS AND TIRES

	Front	Rear
Tire Pressure (Cold)	22 pounds	22 pounds

Specifications

Models	PS-1, PS-3
Tire Usage	
Standard	8.00 x 14
Optional	8.50 x 14

Tires should be rotated, including the spare tire, at 3000 miles when new, and every 6,000 mile intervals thereafter.

TRANSMISSION

PowerFlite

PowerFlite transmission is optional equipment on 1960 De Soto Fireflite models equipped with the 361 cubic inch engine

Specifications

Type	Automatic Two Speed with Torque Converter
Torque Converter Diameter (inches)	12-1/2
Oil Capacity of Transmission and Torque Converter	22 pt. (Automatic Transmission Fluid - Type "A" Suffix "A")
Method of Cooling	Water
Lubrication	Pumps (Rotor Type)
Number of Clutch Plates	6
Gear Ratios	
Low	1.72 to 1
Drive -- Breakaway	1.72 to 1
Drive -- Direct	1 to 1
Reverse	2.39 to 1
Front-Rear Pumps	
Type	Gear (Rotary)
End Clearance (Front Pump)	.0012 to .0022"
End Clearance (Rear Pump)	.001 to .003"
Governor (3-Stage)	
Type	Centrifugal
Clearance Between Governor Valve and Body	.002 to .005"
Thrust Washers	
Direct Clutch Piston Retainer (Fibre)	.078 to .080"
	.095 to .097"
	.112 to .114"
Kickdown Planet Pinion Carrier	.062 to .064"
Kickdown Annulus Gear	.062 to .064"
Planet Pinion Carrier Housing	.078 to .080"
Snap Rings	
Planet Pinion Carrier Housing	* .062 to .064"
	* .072 to .074"
	* .082 to .084"
Kickdown Sun Gear	.058 to .060"
	.062 to .064"
Reverse Annulus Gear	.078 to .080"
	.082 to .084"
	.086 to .088"

* If this selection of snap rings fails to provide minimum clearance, use kickdown sun gear snap ring (.058 - .060").

Band Adjustment - PowerFlite

Kickdown Band - Loosen the locknut and back off five turns. Using Tool C-3380 with Adapter C-3705, tighten the adjusting screw from 40-43 inch pounds torque. If Tool C-3380 is used without Adapter C-3705 tighten the adjusting screw from 60-72 inch pounds torque. Then back the adjusting screw off exactly 2-3/4 turns. Hold the adjusting screw and tighten the locknut securely.

Reverse Band - Transmission oil pan removed. Loosen the locknut and remove nut from from adjusting screw. Using Tool C-3380, tighten the adjusting screw from 20-25 inch pound torque. Then back the adjusting screw off exactly twelve turns. Hold adjusting screw, install locknut and tighten 30 to 35 foot pounds torque.

Throttle Pressure Chart

Push Button Position	Brake	Throttle	Engine Speed	Throttle Pressure
D	Applied	Closed	500	13-15
D	Applied	Wide Open	1400-1500	80-90

Governor Pressure Chart

3.31-1 Axle Ratio

Push Button Engaged	Wheels	Car Speed	Governor Pressure
D	Free to Turn	13-15	15
D	Free to Turn	24-32	45
D	Free to Turn	51-60	60

TorqueFlite

Specifications

Type	Automatic Three Speed with Torque Converter
Torque Converter Diameter (inches)	12-1/2
Oil Capacity of Transmission and Torque Converter	21 pts. Automatic Transmission Fluid Type "A" Suffix "A"
Method of Cooling	Water
Gear Ratios	
1 - Low	2.45 to 1
2 - Second	1.45 to 1
D - Drive	1.00 to 1
R - Reverse	2.20 to 1
N - Neutral	--
Front - Rear Pumps	
Type	Gear (Rotary)
End Clearance (Front Pump)	.001 to .0025 inch
End Clearance (Rear Pump)	.001 to .0025 inch
Thrust Washers	
Input Shaft	.115 to .117 inch (Natural) .097 to .099 inch (Black) .078 to .080 inch (Red) .059 to .061 inch (Orange)
Front Clutch and Sun Gear	.062 to .064 inch
Output Shaft	.062 to .064 inch

Snap Rings

Kickdown Annulus Gear.....	.060 to .062 inch
	.064 to .066 inch
Rear Clutch.....	.060 to .062 inch
Low-Reverse Planet Pinion Carrier.....	.060 to .062 inch
	.064 to .066 inch
	.068 to .070 inch
Front Clutch.....	.060 to .062 inch

Transmission Assembly Number	Engine (Cu.In.)	Kickdown Band (Back Off)	Front Clutch Cushion Spring	Accumulator Spring *	Rear Clutch Discs	Rear Clutch Spring *	Governor (Type)
1949904	361	2-1/2 turns	Yes	16	5	280	A
1949904	383	2-1/2 turns	Yes	16	5	280	A
(1949808 Ram Engine)	383	2 turns	Yes	None	5	180	C

* Pounds Spring Tension

Band Adjustment - TorqueFlite

Kickdown Band - Loosen the lock nut and back off five turns. Using Tool C-3380 with Adapter C-3705, tighten the adjusting screw from * 47-50 inch pounds torque. Then back the adjusting screw off exactly two and half turns. Hold the adjusting screw and tighten the lock nut. Note: Models equipped with the Mark I and Ram charged engine, back the adjusting screw off two turns.

Low-Reverse Band - Loosen the lock nut and back off five turns. Using Tool C-3380 with Adapter C-3705; tighten the adjusting screw from * 47-50 inch pounds torque. Then back the adjusting screw off exactly two and half turns. Hold the adjusting screw and tighten the lock nut securely.

* Note: This will be true torque of 70-75 inch pounds which reading should be used if Torque Wrench C-3380 is used without the Adapter C-3705.

Governor Pressure Chart

2.93-1 Axle Ratio

Governor Pressure @ M.P.H.*		Car Speed
A-Type Standard	15 psi	15-20
	50 psi	37-44
	75 psi	61-68
B-Type Mark I		
C-Type Ram Charge	15 psi	20-24
	50 psi	35-41
	75 psi	53-60

* The governor pressure test is to be made with the Drive (D) push button depressed and the rear wheels free to turn.

LUBRICATION AND SERVICE

Engine Oil - The factory fill engine oil should be retained for the first 1000 miles. If it becomes necessary to add oil during this initial 1000 mile period, an oil specified for "Service MS" of the proper viscosity grade for the temperature range, should be used. After the initial 1000 mile change the engine oil should be changed every 2000 miles or two months, whichever occurs first, with the following exception:

Under severe driving conditions, such as short trip driving in cold weather or driving on dusty roads can make oil changes as frequent as every 500 miles advisable.

Replace the engine Oil Filter Element at the initial 5000 mile period, then every 4000 miles thereafter to coincide with the engine oil change.

LUBRICATION AND MAINTENANCE SCHEDULE

	1,000	3,000	5,000	7,000	9,000	11,000	13,000	15,000	17,000	19,000	21,000	23,000
Complete Inspection and Adjustment Service	●											
*Certified Car Care Lubrication	●	●	●	●	●	●	●	●	●	●	●	●
*Change Engine Oil	●	●	●	●	●	●	●	●	●	●	●	●
Rotate Tires—Including the spare		●			●			●			●	
*Change Engine Oil Filter Element			●		●		●		●		●	
Check Brake Adjustment			○		○			●		○		
*Carburetor Air Cleaner Element—Clean			○			●					●	
—Replace								●				
Engine Tune-Up (Minor)					●					●		
Lubricate Steering Column Gearshift Lever—Upper Pivot (If so equipped)						●					●	
Lubricate Door Lock Cylinders						●					●	
Lubricate Speedometer Housing Oil Wick						○					●	
Lubricate Speedometer Cable						●					●	
Apply MoPar Cam Lubricant to Distributor Cam					●					●		
Front Wheel Bearings—Clean, Repack and Adjust						○					●	
*Check Brake Linings for Wear						○					●	
*Automatic Transmission—Maintenance Tune-Up (Drain, clean oil pan and screen, refill, adjust complete)						●					●	
Check Headlight Aiming						○					●	
**Rear Axle—Drain and refill											●	
Universal Joints—disassemble, clean and refill											●	
Manual three speed transmission—Drain and refill (If so equipped)											●	
*Check front end alignment											●	
Change Fuel Line Filter Element (Paper type, If so equipped)												●

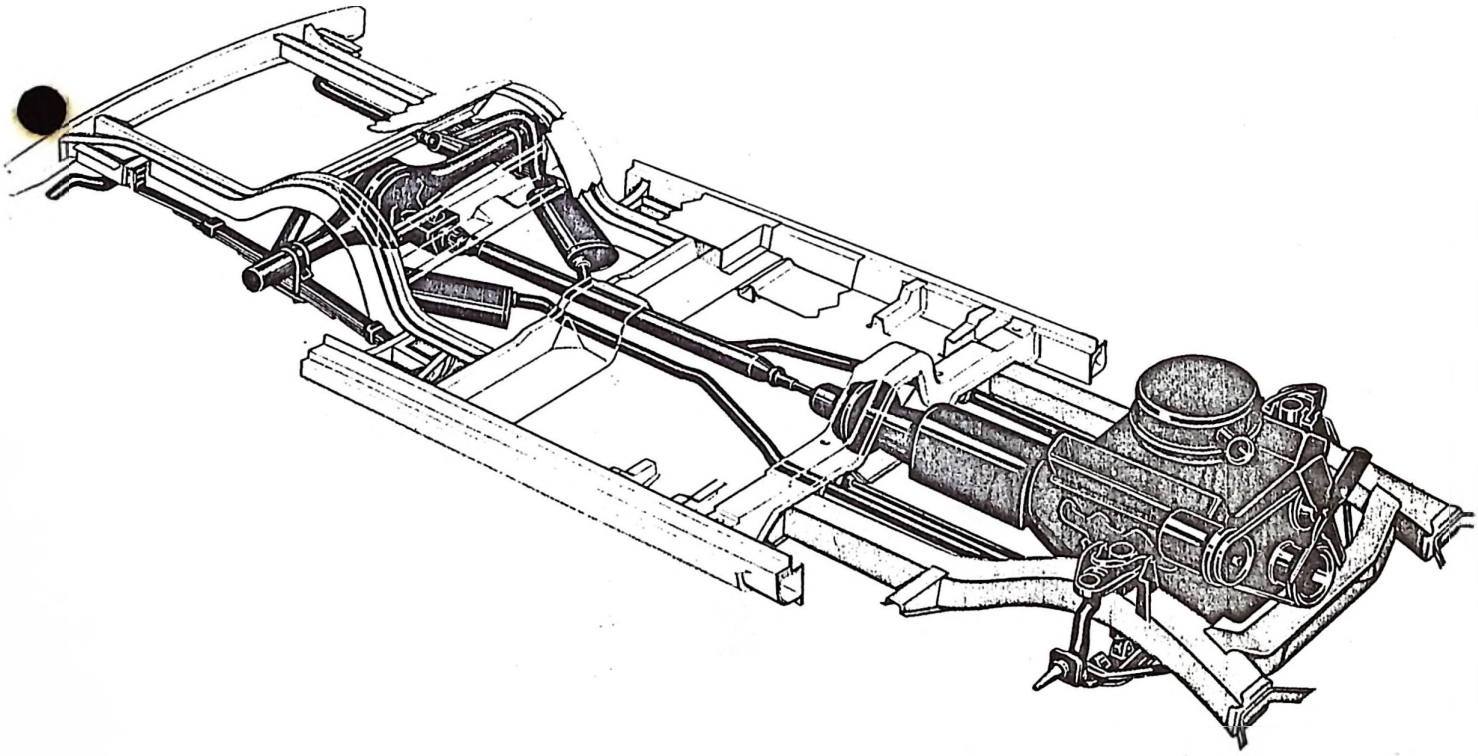
*When unusual or severe driving conditions are encountered, more frequent service may be required.

**Rear Axle—Drain and refill every 21,000 miles with multi-purpose gear lubricant SAE 90 for temperatures above —10°F, SAE 80 for temperatures below —10°F, SAE 75 for temperatures below —30°F. Sure-Grip Differentials use special MoPar Lubricant #1879414 (a multi-purpose gear lubricant specified as GL-4).

BODY

UNITIZED FRAME AND BODY

An outstanding feature of 1960 De Soto cars is the entirely new type unitized frame and body. By integrating the frame and body into a single unified structure, important advantages in strength and space efficiency are achieved. The following illustration shows the important details of the underbody structure and front structure assembly which supports the chassis components. You will note that the underbody structure, shown in light gray, is integral with the body. The front structure assembly, shown in dark gray, is the new type frame which forms the fore-structure supporting the engine and transmission. The fore-structure is solidly anchored to the body at ten locations ... four at brackets extending down from the cowl panel and six under the front passenger compartment where the frame is joined to the underbody crossmember.



1960 DE SOTO CHASSIS ASSEMBLY

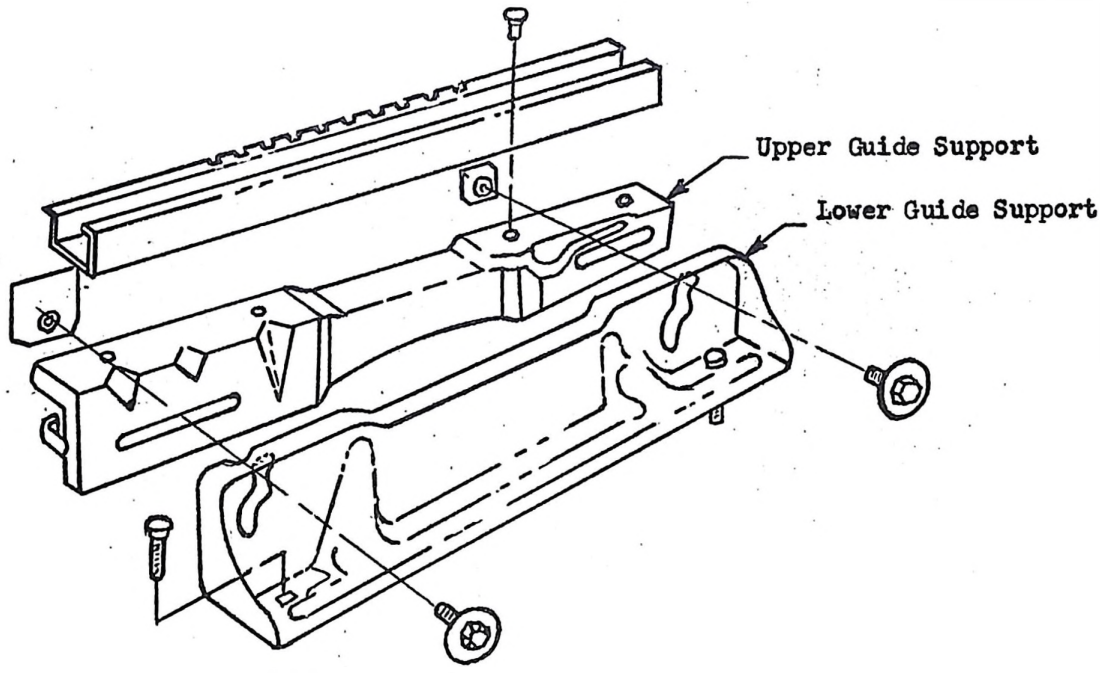
SERVICE PROCEDURES adapted for the new frame mainly concerns body to frame alignment in the event the frame is removed for repairs or replaced, and in cases involving alignment of front end sheet metal. Information on frame removal, installation and body to frame alignment will be covered in detail in the 1960 De Soto Service Manual which will be available in the near future.

SIX-WAY CUSTOM MANUAL SEAT

Seat Adjustment - On later production cars a new Six-Way adjustment has been incorporated on the manual seat. The front seat can easily be readjusted to a variety of positions to suit the drivers personal requirement. It will adjust forward and back, up and down, and its slant can be adjusted to suit the drivers individual taste. In addition, the two way seat adjustment handle at the left of the seat may still be used to obtain the usual forward and back movement.

In order to obtain the six-way adjustment of the manual front seat, the upper guide support on each side of the seat is provided with two long horizontal slots, one at each end, which permits forward and back movement. The lower guide supports have two graduated vertical slots, one at each end of the guide, providing up and down and tilt adjustment. (Refer to sketch.) The guides are held together by bolts through the slots. When the bolts are loosened, the guides slide on the bolts for forward and back movement of the seat, and pivot on the bolts for the up and down and tilt adjustment. Tightening of the bolts secure the guides in their respective positions.

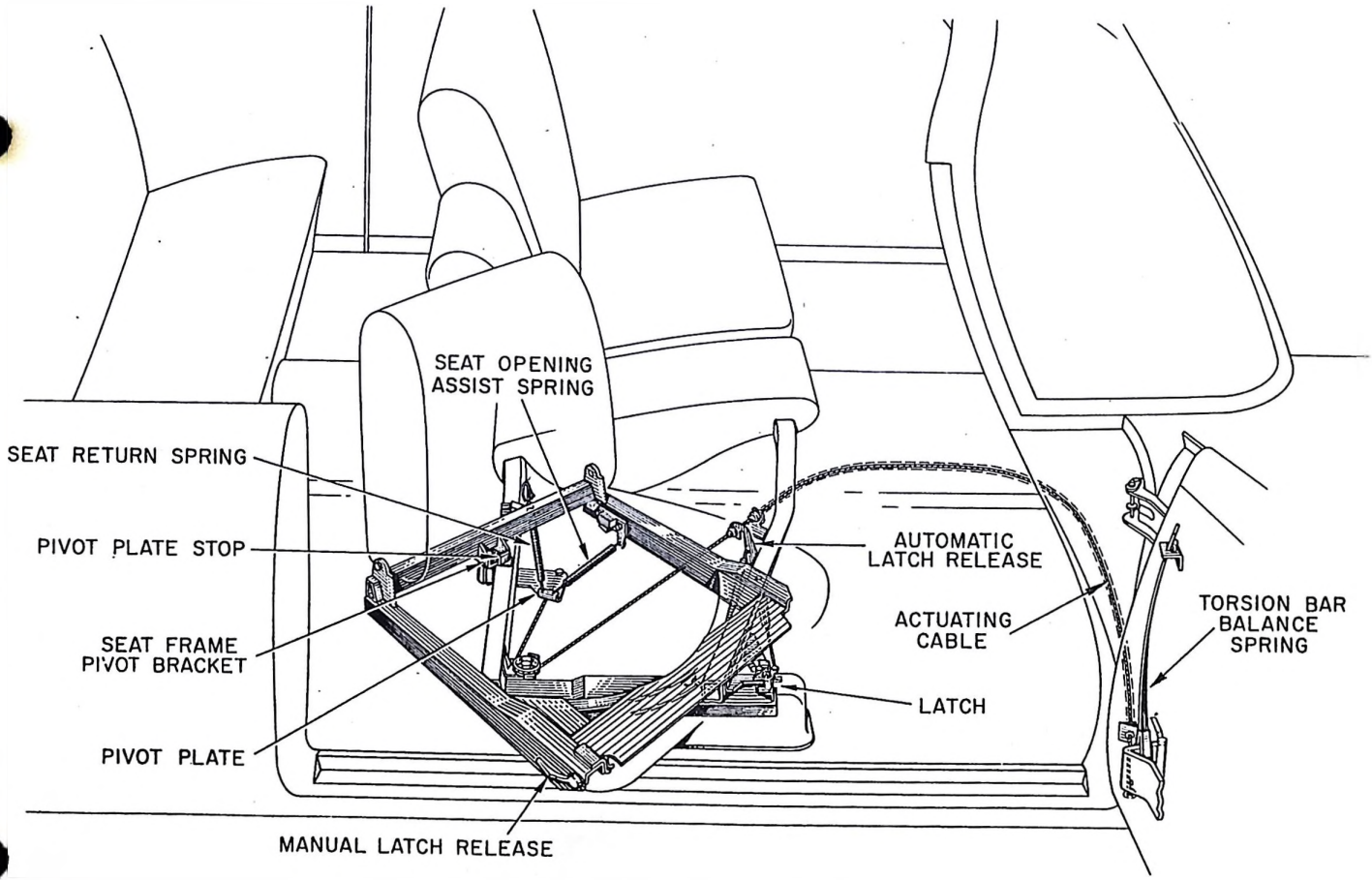
To adjust the manual front seat, loosen the guide bolts sufficient to permit free movement of the seat guides. Move both sides of the seat at the same time to the desired position, then tighten the guide bolts securely.



SIX-WAY MANUAL SEAT - SUPPORT

AUTOMATIC SWIVEL SEATS

The new Automatic Swivel Seats, available on all 1960 De Soto models, are a desirable convenience feature that makes it easier to get in and out of the car than ever before. The automatic action, which swings the seat out when the door is opened and back to straight ahead position when door is closed, is accomplished by an actuating cable routed under the floor carpet. As shown in the illustration, one end of the swivel seat actuating cable is attached to the door; the other end is connected to a pivot plate under the seat. Also attached to the plate are two springs. The lighter of the two springs is hooked at its other end to the seat itself, while the heavier spring is hooked to the seat frame. A torsion-bar balance spring attached to the door hinge counteracts the pull of the two springs so that the door opening effort is not increased. As the door is opened, the cable pulls the plate outward, stretching both springs. A rod attached to the actuating cable releases the seat latch when the door is about halfway open. The light spring then pulls the seat outward until the pivot plate stop contacts the seat frame pivot bracket. If it is desired to keep the seat from swiveling when the door is opened, a light push returns it to the straight-ahead position, where it automatically latches. If this is done the seat can be unlatched and swiveled out again by lifting the latch release lever at the side of the seat. When the door is closed, the heavy spring pulls the swivel seat back until it latches in the straight-ahead position.



AUTOMATIC SWIVEL SEAT

When examining the new swivel seats, you will note that they operate on the same general principle as swivel seats used on the previous model except for the automatic latch release and seat return mechanism. Complete service information on removal and installation of the new swivel seats and operating components, plus service diagnosis procedures, will be covered in detail in bulletin form and subsequently in the 1960 De Soto Service Manual.

AIR CONDITIONING

Air Conditioning for 1960 De Soto cars has been further improved by incorporating a new Evaporator Pressure Regulator (EPR) Valve in the refrigeration system which eliminates the need for the thermal switch used on previous models. The EPR Valve is a spring loaded type valve, located on the inlet side of the compressor, which reacts to suction manifold pressures to regulate refrigerant flow into the compressor. As evaporator temperature decreases, suction manifold pressure decreases. As the pressure decreases, the spring in the EPR valve tends to force the valve toward its seat, thus reducing the flow of refrigerant and causing evaporator temperature to rise. This in turn, causes higher suction pressures which force the valve against the spring, allowing an increased flow of refrigerant. The EPR valve eliminates the need for a thermal switch to disengage the compressor clutch. Therefore the air conditioning system on 1960 De Sotos is more evenly regulated and the wear on the clutch caused by cycling is eliminated. The only time the clutch is energized or de-energized is when the system is turned on and off.

Servicing the 1960 De Soto Air Conditioning system is virtually unchanged, except for test procedures involving the new EPR valve. Detailed service information will be covered in the 1960 De Soto Service Manual.

ACCESSORIES

AUTO-PILOT

The Auto-Pilot, which is offered as optional equipment on 1960 De Soto cars, is a driver operated voluntary speed control. It can be used either as a warning signal to indicate that a pre-set car speed has been reached, or as a fully automatic car speed regulator. In either case it helps to reduce driver fatigue, contribute to high-way safety, and improve fuel economy.

Control Cable Adjustment

1. Turn selector knob counter-clockwise to low speed position.

2. Hold dust shield firmly to avoid rotation of shield. Refer to Figure 1.

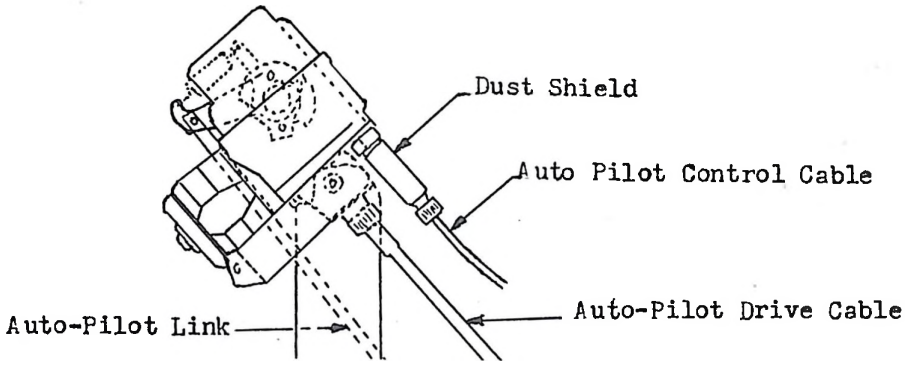


Figure 1.

3. Unscrew control cable clamp nut and allow nut to slide down control cable.

4. Pull control cable out of dust shield until ferrule at end of cable is free from bottom of dust shield. If ferrule is tight in shield the four flanges at base of dust shield are probably squeezed together. Carefully pry flanges apart until ferrule can be easily pulled from dust shield.

5. Reinsert ferrule of control cable in dust shield and make certain ferrule rotates freely in dust shield.

6. Rotate the pointer on selector knob to 60 mph and then turn the knob counter-clockwise to the low speed position. To properly position control cable in dust shield, push control cable up until click is heard.

Linkage Adjustment Procedure

1. Disconnect the Auto-Pilot link ball joint at the unit lever, by removing the ball joint locking nut.

2. Start engine and warm up to operating temperature. (Be sure choke is open and and idle is on slow idle.)

3. Insert a .060" feeler gauge, to maintain a .060" clearance between the lock plate and stop stud. Refer to Figure 2.

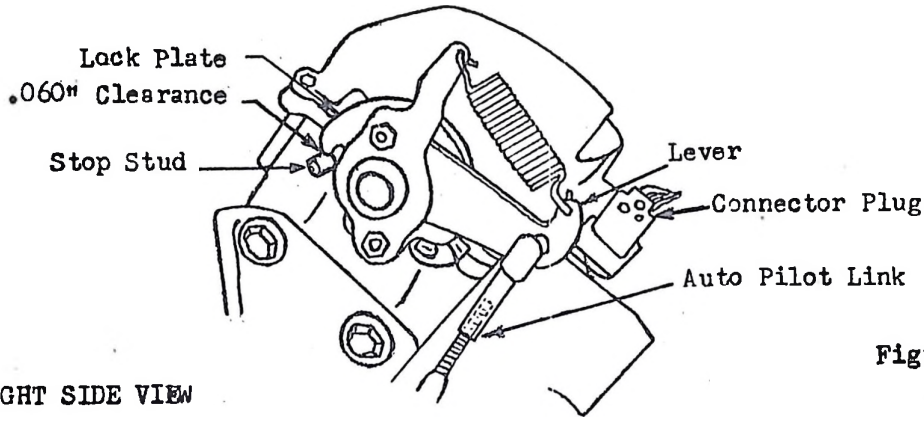


Figure 2.

AUTO-PILOT RIGHT SIDE VIEW

4. While holding the lock plate securely against the feeler gauge, adjust the Auto-Pilot link ball joint so it will freely enter the hole in the lever. Be sure carburetor is still on slow idle.

5. Reinstall the ball joint stud nut and tighten securely.

6. Recheck the Auto-Pilot linkage for possible binding, correct if necessary.

Complete service information for the Auto-Pilot will be outlined in the 1960 De Soto Service Manual, which will be available in the near future.

RECORD PLAYER MODEL AP-1

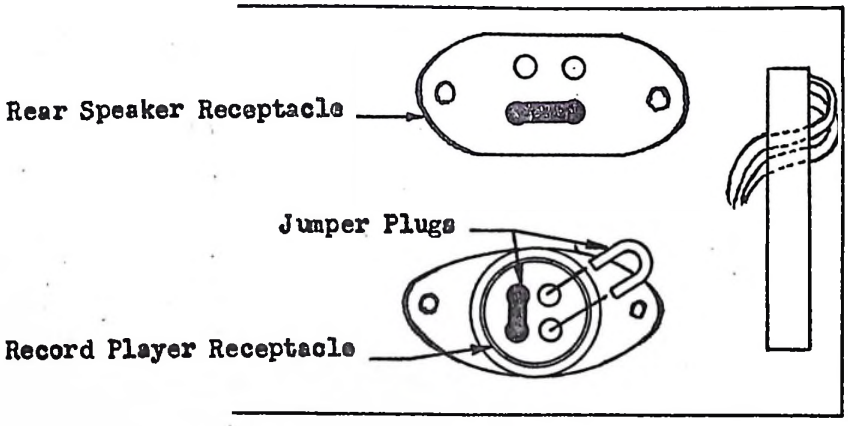
Parts and service are available through the RCA Service Company Branch in your area.

In the event a record player operation is unsatisfactory or is inoperative, the following check should be made before removing the unit:

1. Turn on the car radio. If the radio does not operate satisfactory, it should be repaired before the record player is considered defective.

2. If the radio operates satisfactory, check current to the record player through the fuse and other wiring connections.

3. If this is satisfactory, then remove the record player and forward it to the nearest RCA Service Company Branch for service. Note: Jumper plugs must be inserted in the record player receptacle of the radio to enable it to remain operative while the record player is removed for service. Refer to sketch.



RADIO - RIGHT REAR CORNER VIEW

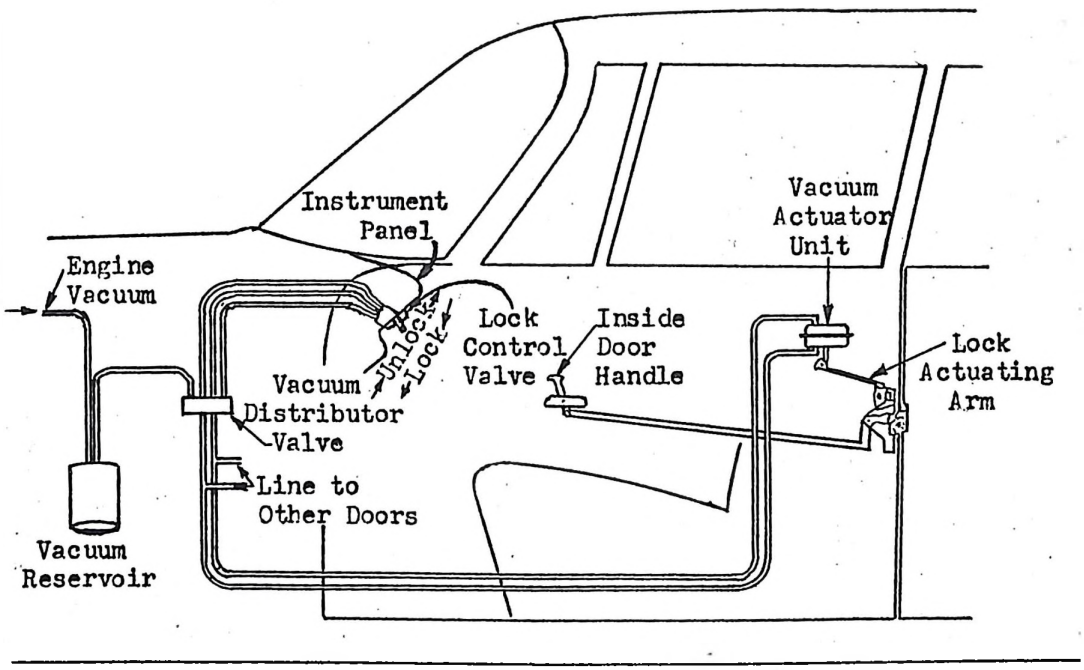
POWER DOOR LOCKS

The power-locking system uses engine vacuum as a power source. There are four component parts to the basic unit: (1) A lock control valve manual selector switch mounted on the instrument panel, (2) A vacuum actuator unit with lock actuating arm mounted in each door, (3) A vacuum distributor valve mounted under the instrument panel to the left of steering column on firewall and (4) A vacuum reservoir mounted in the engine compartment on the right side of the radiator yoke. Refer to sketch.

Operation

The manual switch on the dash has three positions: (1) Press lever down to lock doors. (2) Lift lever up to unlock doors. (3) When released, the lever will return to center on neutral

The doors may all be locked or unlocked simultaneously with the instrument panel manual switch. Each front door may be unlocked individually from the inside with the door handles. The rear doors may be unlocked individually with the remote locking lever. The front doors may also be unlocked with the ignition key from outside the car.



POWER DOOR LOCKS

IMPORTANT Service INFORMATION

DeSoto

DATE 4-6-60 | NUMBER 1138

GROUP Miscellaneous

SUB-GROUP Service Parts

SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION

TO ALL DE SOTO DEALERS:

SUBJECT: PARTS ORDERING PROCEDURE

Better service to you and your customers can be obtained by understanding and adhering to the following current information:

Parts Order Procedure

To facilitate and expedite the handling of all orders, it is suggested you place your order with your local MoPar Parts Wholesaler or the Parts Plant serving your area.

Refer to the General Information Pages in the front of your current MoPar Parts Price List for the Directory covering MoPar Parts Wholesalers and Area Parts Plants.

Emergency Order Procedure - (Covers items needed quickly to supplement stock)

All such emergency orders should include Part Name, Part Number, Quantity of each Part, and Vehicle Serial Number for which the part is intended. Specify method of transportation for making shipment.

On 1960 Truck Parts Emergency Orders, include the Parts Availability Number as shown on Page INF-9 in your 1960 Truck Parts Catalog.

Emergency Car and Truck Down Order Procedure - (Parts needed for vehicles out of Service)

All such orders should be plainly marked "Emergency Car Down Order", showing serial number of vehicle.

(Over)

(THIS BULLETIN IS SUPPLIED AS TECHNICAL INFORMATION ONLY AND IS NOT AN AUTHORIZATION FOR REPAIRS)

When the parts are not immediately available locally, direct mail, telegraphic, or telephone orders to the Area Parts Plant serving your area.

On 1960 Truck parts orders be sure to include the Parts Availability Number described above under "Emergency Order Procedure".

Ordering Procedure when Part Number is not Known

In such cases furnish the following:

1. Part Type Code
2. Detailed description of the part
3. Car make and model, year, body style, serial number, or parts availability number.

Order Follow-Up

All order follow-up must be with the Area Parts Plant where the order was originally placed.

When making inquiry on orders placed for parts, always supply your parts order number and date order was placed.

Parts Stocking Point Codes - P - N - D

To assure prompt parts service we are outlining below the various Parts Stocking Point Codes.

"P" Items - Stocked at all Area Plants and generally stocked by Parts Wholesalers.

"N" Items - Stocked at all Area Parts Plants and Marysville.

"D" Items - Stocked only at the Marysville Parts Plant.

Parts stocking point codes are designated in the "Code" column in the Parts Price Lists and Parts Price List Supplements.

Shipments made by premium transportation will always be Transportation Collect.

By following the procedure in this bulletin all orders can be processed promptly.

George J. Cutler

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

P-1653-C