IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
12-10-59	1113

GROUP: Rear Axle

SUB-GROUP: Differential

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

TO ALL DE SOTO DEALERS:

SUBJECT: DIFFERENTIAL SIDE GEAR KNOCK (EXCEPT SURE-GRIP DIFFERENTIAL)

Should you experience a rapid knocking or chuckling sound in the differential of a 1959 or 1960 De Soto after the lubricant is warm, at steady speeds of 20 to 30 MPH or on a slight deceleration from 30 MPH, the noise may be caused by excessive bore clearance between the hub of the differential side gears and the differential case.

In order to provide a method whereby excessive clearance can be eliminated in those instances where the noise is encountered, a new Differential Side Gear (Axle Shaft Gear) Part No. 2070150 has been released. This gear has an oversize hub and is to be used only in those cases where the noise is actually experienced. The part number will not be shown in the MoPar Parts List and the special gears are not to be used for the normal reconditioning of rear axle differential and carrier assemblies.

If you experience the knocking condition described above, remove the rear axle carrier assembly and wash the internal parts in clean solvent. Following the procedure outlined in the 1958 De Soto Service Manual, disassemble the carrier assembly and remove the original side gears. Lubricate the pilot journal of the new Side Gear, Part No. 2070150, and install the thrust washer and the side gear into the differential case. The side gear pilot journal should have not less than .002 inch diametral clearance in the counterbore of the case. If the side gear journal fits tightly in the case, do not use Gear, Part No. 2070150, reinstall the original part or use a new Gear, Part No. 1675450. It is possible that the special gear may only be installed in one side of the case.

After selectively fitting both side gears, carefully reassemble, adjust and reinstall the differential and carrier assembly. Be sure to use a good grade of Multi-Purpose Gear Lubricant of the proper viscosity when refilling axle housing.

The parts listed in this bulletin are MoPar stock code class "P".

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P-4503-C

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IMPORTANT Service INFORMATION

DeSoto

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DATE	NUMBER
3-14-60	1135

GROUP: REAR AXLE

SUB-GROUP: Drive Pinion Bearings

TO ALL DE SOTO DEALERS:

SUBJECT: ADJUSTMENT OF PINION BEARINGS

This bulletin supplements the information in the 1960 De Soto Service Manual concerning the preload specifications of drive pinion bearings.

The pinion bearing preload specification, of 20 to 30 inch pounds torque, shown in the Service Manual is correct for new bearings and should be used whenever new bearings are installed. However, tests have shown that if perfectly good used bearings are readjusted to the preload specifications for new bearings, the adjustment may be too tight and can result in bearing failure.

This variation in adjustment is due mainly to the fact that the bearings become polished in service and are smoother, thus reducing bearing friction. In addition, since there is no appreciable wear, end motion of the pinion gear remains essentially the same as at the initial setting. For this reason, when pinion bearings are reused the pinion preload should be -

> Between zero inch pound torque (with no pinion end play) and 15 inch pounds torque.

NOTE: All pinion bearing preload torque readings are to be made with the oil seal removed.

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P-1548-C

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IMPORTANT Service INFORMATION

DeSoto

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

DATE	NUMBER
3-30-60	1137

GROUP: Rear Axle

SUB-GROUP: Pinion Bearing

TO ALL DE SOTO DEALERS:

SUBJECT: REAR AXLE PINION BEARING PULLER TOOL NO. C-293

This bulletin supplements the information concerning the Rear Axle Pinion Bearing Puller Tool C-293 outlined in the 1960 De Soto Service Manual on page 9 of the Rear Axle section.

Two sizes of pinion gears and pinion bearings are used in 1960 De Soto rear axles. The rear axle assembly used with the 383 cubic inch engine has the "Large Stem" pinion gear (without spacer) and cars equipped with the 361 cubic inch engine have the "Small Stem" pinion gear (with spacer). Since the pinion bearings for these two axles differ in accordance with the pinion size, two separate sets of Bearing Puller adapters are required for Puller Tool C-293 in order to service all 1960 De Soto rear axle pinion bearings.

In reviewing the 1960 De Soto Service Manual it was found that the adapter plates for the "Large Stem" pinion were inadvertently omitted. Therefore, should it be necessary to remove the rear axle pinion bearings on a 1960 De Soto car with special service Tool C-293 the following adapter plates are required:

Engine Size		Pinion Size	Adapter Plates
361 Cubic Inch	*	Small Stem	No. 36
383 Cubic Inch		Large Stem	No. 37

* Exception - All Sure-Grip axles are equipped with the "Large Stem" pinion and require adapter No. 37 to remove the rear pinion bearing.

Use of incorrect adapter plates can result in damage to the adapters and the bearing.

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P-1510

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IMPORTANT Service INFORMATION

DeSoto

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

DATE	NUMBER
4-27-60	1143

GROUP: Rear Axle

SUB-GROUP: Axle Drive Shafts

TO ALL DE SOTO DEALERS:

SUBJECT: AXLE DRIVE SHAFT END PLAY

Specified axle shaft end play for all De Soto car models from 1957 through 1960 is .013 to .023 inch. This specified end play tolerance is absolutely essential in order to allow for lengthwise expansion of axle shafts which occurs as temperatures increase during normal highway driving.

In some cases it is possible that axle shaft end play may have been reduced to less than .013 inch on the assumption that this would affect tire wear. This is not correct since no variation in tire wear will occur as long as axle shaft end play is within specifications. However, if axle shaft end play is less than .013 inch, it is possible that normal heat expansion of axle shafts may tend to preload the axle shaft bearings and reduce bearing life. It is therefore important that axle shaft end play be held within specifications in all cases.

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P-2003-C

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