IMPORTANT Service INFORMATION

DeSoto

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

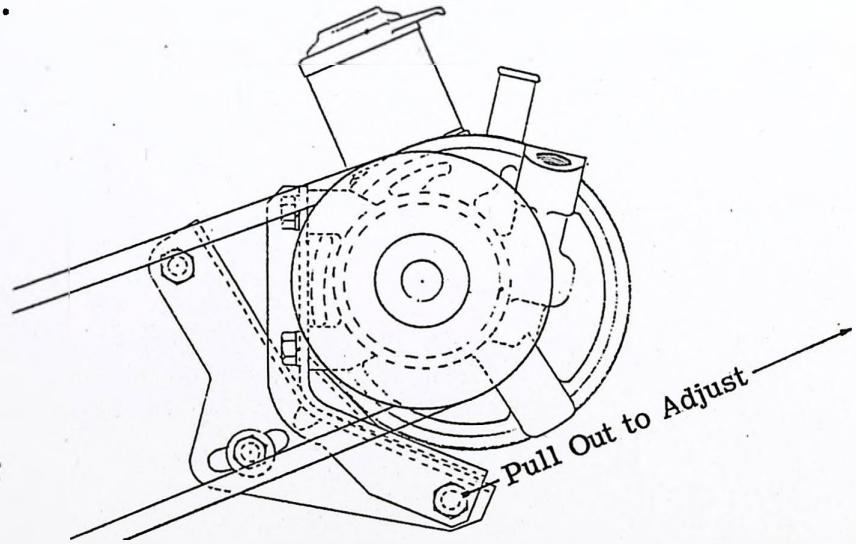
DATE 2-10-60 NUMBER 1125
GROUP Steering
SUB-GROUP Power Steering

TO ALL DE SOTO DEALERS:

SUBJECT: NEW POWER STEERING PUMP AND BELT TENSION ADJUSTING BRACKET

A new power steering pump and mounting bracket recently entered production on some 1960 De Soto cars equipped with power steering. Both the new pump and the original slipper-type pump will be used in production to meet scheduled requirements.

Although the general appearance and design of the new pump is similar to the original pump, none of the component parts of either pump are interchangeable. The new pump has a larger shaft and seal diameter. In addition, a new type mounting bracket is provided which incorporates the principle of load reaction to automatically adjust pump belt tension. As seen in the following sketch, the pump mounting bracket consists of two separate brackets assembled like a hinge. The pump mounting bracket pivots at the lower end on an adjustable bracket which is attached to the engine. As pump load increases, torque reaction causes the pump and bracket to move outward on the pivot, thus adjusting belt tension in accordance with load requirements. This self-energizing action tends to prevent belt slippage and contributes to longer belt and pump service life.



NEW POWER STEERING PUMP AND BRACKET ASSEMBLY

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SERVICE PROCEDURES on the new power steering pump are the same as for the slipper-type pump, outlined in the 1958 De Soto Service Manual. However, because of the increase in pump shaft and seal diameter, the following new service tools are required: Tool C-3783, Oil Seal Remover and Tool C-3782, Oil Seal Installer. In the event that complete pump replacement is required, a new Power Steering Pump Package, Part No. 2196082, is available through regular MoPar Parts sources. This pump package consists of a partial pump assembly, reservoir seals and installation instructions. The package does not include the presssure relief valve, pump reservoir, brackets and pulley. These parts may be used off the replaced pump if in good condition.

BELT ADJUSTMENT PROCEDURE for the new pump is as follows: Loosen the two bolts which attach the adjustment bracket to the engine. Exert an outward pull on the pivot bolt which attaches the pump mounting bracket to the adjustment bracket on the engine in the direction of the arrow shown in the sketch. IMPORTANT: This should only be done by hand. Do not use a pry bar or similar tool. Sufficient force should be exerted to take up any slack in the pump drive belt. Tighten the lower mounting bolt securely in the slotted hole in the adjustment bracket on the engine; then tighten the upper mounting bolt.

NOTE: If the pump and bracket assembly can be pulled out to the limit of travel in the slotted adjustment hole in the bracket and considerable slack remains in the belt, it would indicate the possibility of a worn, stretched or incorrect belt that should be replaced.

The new Tools, C-3783 and C-3782, required to remove and install the pump shaft seal, are included in the P-60 tool list and can be obtained from Miller Manufacturing Co., Detroit, Michigan.

Power Steering Pump Package, Part No. 2196082, is stock class code "P".

George J. Cutler

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PLYMOUTH-DE SOTO-VALIANT DIVISION

IMPORTANT Service INFORMATION

DeSoto

DATE 3-24-60 | NUMBER 1132

GROUP Steering

SUB-GROUP Manual Steering

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

TO ALL DE SOTO DEALERS:

SUBJECT: NEW FLEXIBLE TYPE MANUAL STEERING GEAR

Effective with Fireflite Serial No. 7103-113161 and Adventurer Serial No. 7203-113162 a new Manual Steering Gear entered production on 1960 De Soto cars so equipped. The new Manual Steering incorporates a flexible coupling between the steering gear worm shaft and steering tube which provides an improved method for alignment of the steering gear to the frame side rail and body. In addition to the flexible coupling, this change also includes a new steering gear assembly, steering tube and column assembly. New parts involved are as follows:

Qty.	Part No.	Description
1	2201622	Assembly - Steering Gear
1	2201228	Steering Gear Column Jacket
1	2200739	Bracket - Steering Column (Power Brakes)
1	2200740	Bracket - Steering Column (Manual Brakes)
4	2076232	Nut and Washer - Steering Gear Column Bracket
1	2201272	Clamp - Steering Column
1	2201234	Seal - Steering Column
1	2200748	Tube and Coupling Hub
1	2200727	Hub - Coupling
1	1856999	Disc - Rubber Fabric
1	2201225	Ground Strap - Horn
2	1857003	Bolt - Coupling
2	1857001	Bolt - Coupling Drive
1	2201620	Bolt - Housing to Frame (4-5/8 x 7/16 x 14)
2	2201621	Bolt - Housing to Frame (4-1/2 x 7/16 x 14)
4	1857004	Plate - Flexible Joint
1	1828911	Bearing - Steering Gear Column Jacket
1	1828910	Washer - Steering Gear Column
1	1828566	Spring - Steering Gear Column
1	2200730	Oil Seal - Worm Shaft
1	2200729	Worm - W/Shaft

Servicing of the new type manual steering gear chuck assembly is essentially the same as outlined for the previous manual steering gear in the 1960 De Soto Service Manual (Group 19, page 6.).

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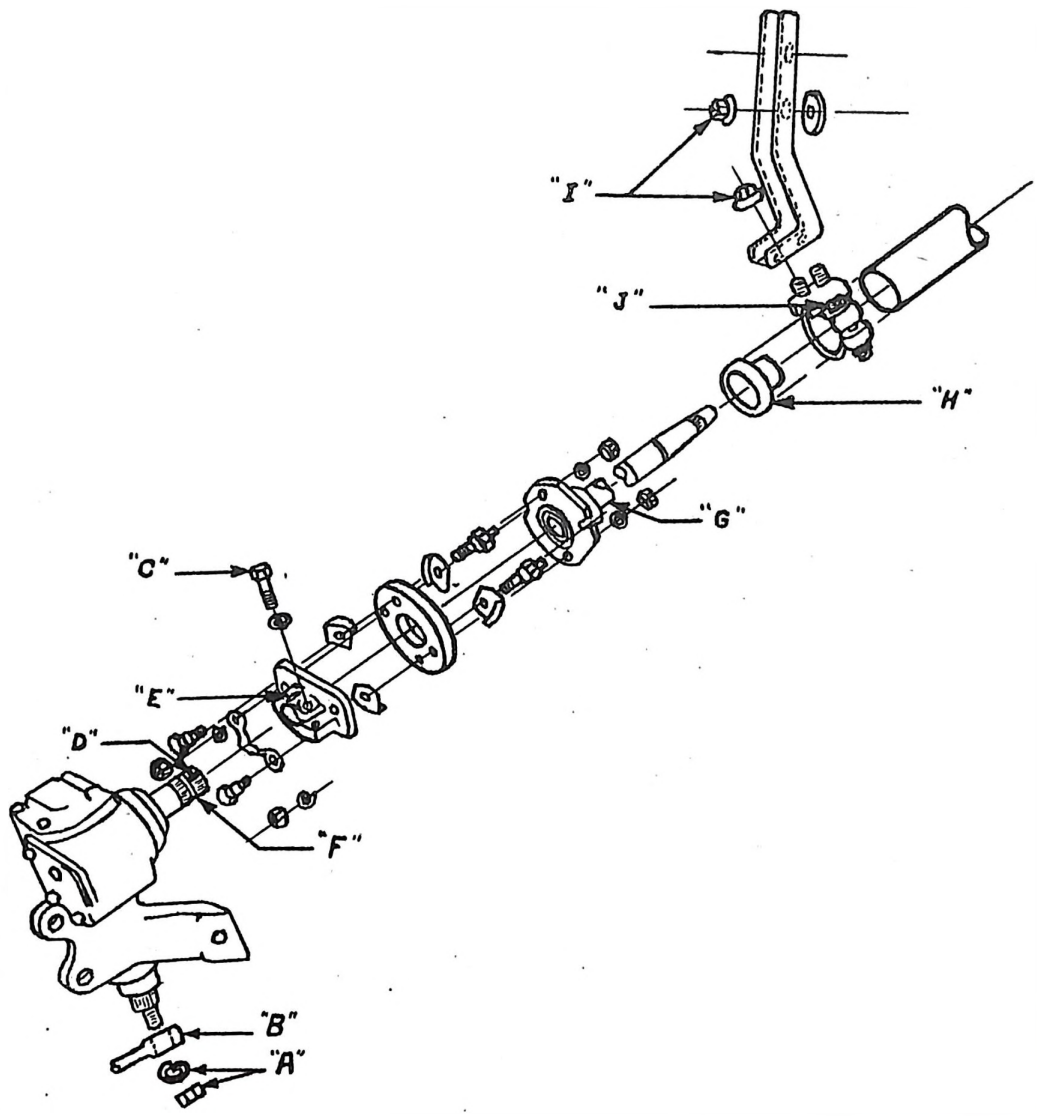
REMOVING FLEXIBLE COUPLING TYPE MANUAL STEERING GEAR ASSEMBLY

1. Referring to sketch, remove the steering arm nut and washer, Figure A. Then, remove the steering arm "B" from shaft using Puller C-3646.
2. Remove the flexible coupling to steering gear worm shaft attaching bolt and washer, Figure C.
3. Remove the three steering gear to frame side rail attaching bolts and slide the gear assembly forward to disconnect the flexible coupling from the worm shaft. Raise the gear and remove through the engine compartment.



INSTALLATION AND ALIGNMENT OF FLEXIBLE COUPLING TYPE MANUAL STEERING GEAR ASSEMBLY

1. Check the steering gear for center by rotating the worm shaft from one end of its travel to the other while counting the number of turns. Turn the worm shaft back one half of the full number of turns. This is the exact center of travel (High Point).

2. Locate the master spline in the outer row of serrations on the worm shaft (Figure D.). Mark master spline, then enter the steering gear into the engine compartment. Align the index mark on the outside of the flexible coupling hub (Figure E.) with the master spline on the steering worm shaft (Figure D.). Slide the coupling on the worm shaft and install the gear housing to frame side rail attaching bolts and nuts. Tighten bolts evenly to 50 foot pounds torque.

3. Position the flexible coupling bolt hole in line with the groove on the worm shaft (Figure F.) and install the bolt and lock washer (Figure C.). Tighten bolt 30 to 35 foot pounds torque.

4. Check the steering tube (Figure G.) for alignment in the steering column seal (Figure H.). If the steering tube is not centered, proceed as follows: NOTE: It is important that the steering tube be centered in the steering column seal, also the lip of the seal which contacts the steering tube must be well lubricated with wheel bearing type lubricant.

5. Loosen the steering column clamp bolts at the instrument panel. Then, loosen the lower column clamp bolt (Figure J.) and the support bracket at both the firewall and at the column clamp as shown in Figure I.

6. Hold the steering column so it is centered on the tube while aligning the column support bracket to the firewall and lower column clamp. When properly located, tighten the support bracket stud nuts at the firewall and at the column clamp to 50 inch pounds torque (Figure I.).

7. Tighten the steering column to instrument panel clamp bolts to 15 foot pounds torque.

8. Tighten the lower steering column clamp bolt to 200 inch pounds torque (Figure J.).

9. Reinstall the steering gear arm "B" washer and nut "A". Tighten to 125 foot pounds torque.

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

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