IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
3-14-60	1134

GROUP: Front Suspension

SUB-GROUP: CONTROL ARM

SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION

TO ALL DE SOTO DEALERS:

SUBJECT: TIGHTENING UPPER CONTROL ARM CAM BOLT NUTS

Loose upper control arm cam bolt nuts can cause premature wear of the upper control arm pivot bolts and misalignment of the front suspension. In addition, if these nuts are over-tightened the bushings can be permanently damaged. Therefore, it is important that the Upper Control Arm Cam Bolt Nuts on 1960 De Soto cars be properly tightened to the torque specifications of 65 foot pounds, as outlined in the Front Suspension section of the 1960 De Soto Service Manual.

Tool C-3675 is made available as an Essential De Soto Special Service Tool to facilitate torque tightening of these nuts. This tool is designed to gain access to nuts, which are difficult to reach, to assure proper tightening. During the recent steel shortage, it was necessary to use 13/16" hex nuts in production on the Upper Control Arm Cam Bolts rather than the 3/4" hex for which the tool was designed. As a result, there may be instances where the special Tool C-3675 will not fit upper control arm cam bolt nuts.

Should you find it necessary to torque tighten a cam bolt nut wherein you are unable to gain access without the aid of Tool C-3675, and the nut is found to be 13/16" hex, it is important that a new 3/4" hex nut, Part No. 1825449, be installed to facilitate proper torque tightening of the cam bolt nut.

NOTE: Because of the additional leverage provided by Tool C-3675, the torque wrench C-485 will register 45 foot pounds when the nut is correctly tightened to 65 foot pounds.

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

George J. Cutler

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P-1547-C

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IMPORTANT Service INFORMATION

DeSoto

DATE 3-30-60 NUMBER 1136

GROUP Front Suspension

SUB-GROUP Wheel Turning Radius

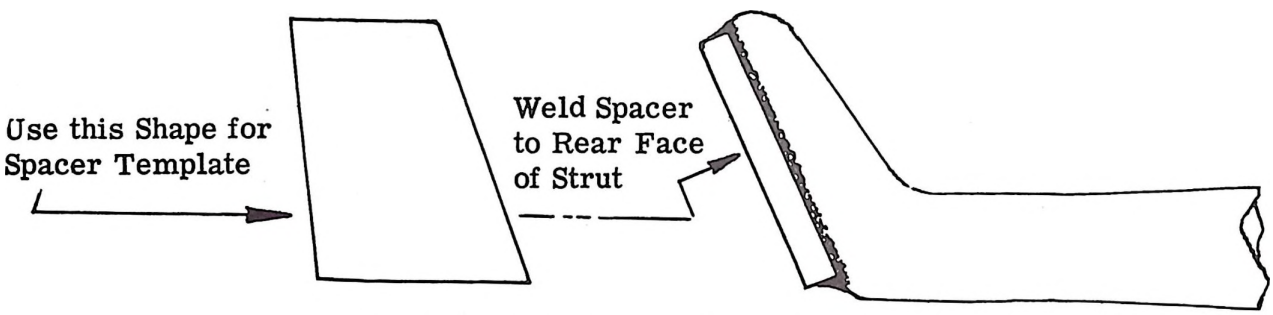
• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

TO ALL DE SOTO DEALERS:

SUBJECT: INTERFERENCE - FRONT TIRE TO FENDER SIDE SHIELD

If front tire to fender side shield interference is encountered on a 1960 De Soto car when the wheels are turned to the full right or left position it can be corrected as follows:

Inspect the fender side shields for proper attachment at the body and frame side rail. Bend the lower rear edge of the side shield inward as much as possible to provide clearance. If interference still exists, fabricate two steel spacers of 1/8 to 3/16 inch thickness (depending on clearance required), using the following sketch as a template. Weld each spacer to the rear face of the lower control arm strut, as shown. This will reduce turning radius slightly to provide additional clearance.



SPACER - RIGHT (LEFT SIDE OPPOSITE)

IMPORTANT: To prevent any possible interference with the nut on the steering knuckle arm, be sure the spacers are located so they match the shape of the rear face of the control arm strut and do not extend beyond the edge.

After installing spacers of proper thickness, clearance between the fender side shields and the rear inner edge of the front tires should be approximately 1/2 inch on a full stop-to-stop turn.

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P-1511

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IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
4-27-60	1140

GROUP: Front Suspension

SUB-GROUP: Torsion Parts

○ SERVICE DEPARTMENT ○ DE SOTO DIVISION ○ CHRYSLER CORPORATION ○

TO ALL DE SOTO DEALERS:

SUBJECT: PARTS REVISION - TORSION BAR REAR ANCHOR ADJUSTING

New torsion bar rear anchors and related adjusting parts entered production on 1960 De Soto cars effective with Fireflite serial No. 7103-104462 and Adventurer serial No. 7203-104463. The basic design of the new parts is essentially the same as the previous parts except for a change in diameters which affects interchangeability. Service procedures for disassembly, assembly and adjustment of the new torsion bar rear support assembly remain the same as outlined in the 1960 De Soto Service Manual.

The new parts which are not individually interchangeable with the previous parts are available through regular MoPar parts sources under the following part and package numbers:

Part Name	Part No.	No. Req'd Per Car
Bolt & Swivel Package, Anchor Adjusting	2196773	2
Anchor Package, Torsion Bar End - Right	2196750	1
Anchor Package, Torsion Bar End - Left	2196751	1
Seat - Anchor Adjusting Bolt	1857549	2

Should it be necessary to install the new rear anchor and adjusting parts in cars built before the change, the hole in the frame brackets must be enlarged approximately 3/32" in order to accommodate the new bolts.

Parts listed in this bulletin are stock class code "P".

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P-2001-C

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