IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
1-20-60	1120

GROUP: Transmission

SUB-GROUP: TorqueFlite

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

TO ALL DE SOTO DEALERS:

SUBJECT: KICKDOWN BAND ADJUSTMENT SPECIFICATIONS STAMPED ON TORQUEFLITE TRANSMISSION CASE

Effective with TorqueFlite transmission serial No. 1442920 on 1960 De Soto cars so equipped, the recommended service adjustment for the kickdown band will be stamped on the right side pan rail of the transmission case. The transmission part number, band adjustment specifications, and serial number will appear in that order.

The figure stamped on the pan rail will only indicate the number of turns the adjusting screw should be backed off after tightening to specified torque of 47-50 inch pounds, using Wrench, Tool C-3380 with Adapter, Tool C-3583.

Kickdown band adjustments for TorqueFlite transmissions used on 1960 model De Soto cars are as follows:

Fireflite and Adventurer models - with either 361 or 383 C.I.D. engine and 2-barrel carburetor -- 2-1/2 turns

Fireflite and Adventurer models - with Adventurer Mark I or Ram Charge Engine -- 2 turns

Recommended service adjustment for all 1960 De Soto TorqueFlite reverse bands is 2-1/2 turns.

George J. Cutler

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Director of Service
PLYMOUTH-DE SOTO-VALIANT DIVISION

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8-515-60) DESIGNED 2 ENDIVE

IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
1-20-60	1121

GROUP: Transmission

SUB-GROUP: Powerflite

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TO ALL DE SOTO DEALERS:

SUBJECT: POWERFLITE TRANSMISSION - LOSS OF DRIVE OR INCORRECT SHIFT PATTERN

If a condition involving loss of drive or incorrect shift pattern is encountered on a De Soto car equipped with PowerFlite transmission, it is very important that the recommended Service Diagnosis procedure as outlined in the Service Manual be followed to determine the cause. In the event it is necessary to remove and disassemble the transmission valve body for inspection, examine the front and rear pump check valve carefully, as follows: NOTE: This information applies only to the plastic check valves which entered production in PowerFlite transmissions bearing the date code, D-22-57.

Inspect the center area of both the front and the rear pump check valves and if cracked or broken loose, discard both valves, and be sure to remove any broken fragments from the valve body. Important: If any piece or pieces of a broken valve can not be located in the valve body, they may be lodged in the regulator valve body, and it is essential that any such foreign material be removed or flushed out of the transmission before proceeding further.

Replace both valves with new Front and Rear Pump Check Valves, Part No. 1823762. Important: Before installing the new valves, inspect and check each valve carefully, as follows: Examine the round, center depression in the plastic valve for any indication of cracking; test the material strength in this area by placing the eraser end of a pencil against the center of the valve and exerting firm hand pressure. If there is any indication that the center portion of the new valve may become dislodged, discard the valve and test additional valves until a set of satisfactory valves is obtained.

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

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P-166-C

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IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
3-24-60	1133

GROUP: Transmission

SUB-GROUP: Powerflite and Torqueflite

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

TO ALL DE SOTO DEALERS:

SUBJECT: CLEANING AUTOMATIC TRANSMISSIONS

Recent laboratory tests have shown that some detergent type cleaning compounds, such as Tide, Fab, Surf, etc., when used in accordance with the following procedure, will successfully loosen and remove heavy sludge and varnish deposits from automatic transmission parts:

1. Container for soaking parts must be large enough to hold sufficient solution to completely submerge all parts.
2. The concentration of the detergent type cleaner must be at least 1-1/4 pounds per gallon of water.
3. Facilities must be provided to maintain the temperature of the solution to at least 130° F., but not more than 150° F.
4. Completely disassemble the transmission and components, then submerge all parts in the cleaning solution, except bands, clutch discs and rubber parts.

   NOTE: The transmission valve body should be cleaned in accordance with the method outlined on page 63 and 102 in the Transmission section of the 1960 De Soto Service Manual.
5. Agitate the cleaning solution continuously during the soak period by the use of compressed air into the bottom of the solution tank.
6. A minimum soak time of two hours is recommended. In some cases additional time may be required, depending on temperature of the cleaning solution, amount of agitation and the condition of the parts.
7. Remove parts from the cleaning solution and rinse immediately with hot water. Then, dry all parts with compressed air and re-oil immediately with Automatic Transmission Oil.

NOTE: This method is not recommended for cleaning the interior of torque converters unless the hot detergent cleaning solution can be circulated under pressure through the converter assembly.

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P-1415-C

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IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
4-27-60	1139

GROUP: Transmission

SUB-GROUP: Rear Clutch

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

TO ALL DE SOTO DEALERS:

SUBJECT: TORQUEFLITE TRANSMISSION - REAR CLUTCH ASSEMBLY

A new Rear Clutch Pressure Plate, Part No. 2124991, and Piston Retainer Assembly, Part No. 2125009, recently entered production effective with TorqueFlite transmission serial No. 1566318. The design changes incorporated in the new rear clutch components minimizes clearance between the rear clutch pressure plate drive lugs and their mating splines in the rear clutch retainer.

The new clutch pressure plate and piston retainer are not individually interchangeable with the previous parts on transmissions built prior to the above serial number. If either part is required, both new parts must be used. However, the new pressure plate can be used in the front clutch assembly, as required.

Service procedures for the rear clutch assembly remain the same as outlined on page 47 in the Transmission section of the 1960 De Soto Service Manual.

The new parts shown in this bulletin are available through regular MoPar parts sources under stock class code "P".

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P-2002-C

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