BRAKES

DATA AND SPECIFICATIONS

Models		M-1	M-2
SERVICE BRAKES			
Type		Hydraulic Total Contact Internal Expanding	
Drum Diameter	Front and Rear Front and Rear	11 in. standard 12 in. special equipment	
Lining	Type	Molded asbestos (Bonded)	
	Width	2 in.	
	Thickness	.20 in.	
	Special Replacement Thickness	.030 in. oversize	
Brake Shoe Return Spring Tension		40 to 45 ft. lbs.	
Diameter of Wheel Cylinder Bore		1⅛ in.	
Diameter of Master Cylinder Bore		1⅛ in.	
Desirable Piston Cylinder Clearance		.003 to .0065 in.	
Brake Pedal Free Play at Pedal			
	Manual Brakes	Zero	
	Power Brakes	1/16 to ⅛ in.	

HAND BRAKE

Type	Internal Expanding—PowerFlite—TorqueFlite External Contracting—3-Speed Transmission
Location	Propeller shaft at rear of transmission
Drum Diameter	External—6 in.—Internal—7 in.
Lining Type	Woven Asbestos
Width	2 in.
Thickness	5/32 in.
Clearance	External—.015 to .020 in. Internal—.010 in.

TORQUE SPECIFICATIONS

Rear Brake Support to Axle Housing Flange Bolts and Nuts	35 ft. lbs.
Brake Support to Wheel Cylinder Cap Screws—Rear	15 ft. lbs.
Master Cylinder Cover Bolt	50 in. lbs.
Power Brake Adjusting Nut	15 ft. lbs.

SECTION IV—CLUTCH

For complete clutch service information refer to the 1958 Plymouth Service Manual.

A change was made in the clutch pressure plate springs on some 1959 clutch models. These changes are incorporated in the clutch data and specification chart.

A clutch release overcenter spring adjuster is now used in conjunction with the overcenter spring. To obtain maximum clutch pedal operation the overcenter spring and adjuster must be adjusted as outlined.

CLUTCH OVERCENTER SPRING ADJUSTMENT

Overcenter spring adjustment on cars equipped with manual transmission is very important to insure correct clutch pedal operation. When adjusting an overcenter spring, disconnect the clutch pedal rod at the upper end. This can be easily accomplished by removing the spring clip from the pedal rod stud. Move clutch pedal to the floor position and loosen the overcenter spring adjusting nut with a wrench until it is free, then tighten finger tight. Reconnect the clutch pedal rod. After this is done tighten the adjusting nut five complete turns for 6-Cyl. cars and seven complete turns for 8-Cyl. cars. Check pedal action. If heavier pedal action is desired, loosen the nut one turn; if lighter action is desired tighten the nut one turn.

CLUTCH RELEASE OVERCENTER SPRING ADJUSTER

A clutch release overcenter spring adjuster is used in conjunction with the overcenter spring, as shown in Figure 1. This adjustment reduces the effort required during initial pedal operation. The adjuster includes a rubber cushion, bolt, nut and lockwasher which assembles the adjuster bracket to the clutch pedal bracket. To obtain the least possible pedal effort, the cushion should be turned up to the point that the clutch pedal will not return the approximate last inch of travel from the overcenter position to the full return position. The cushion should then be backed off from one-half to one full turn so that the clutch pedal will return completely to full return position. The clutch pedal should then be checked for ease of operation and readjusted, if necessary.

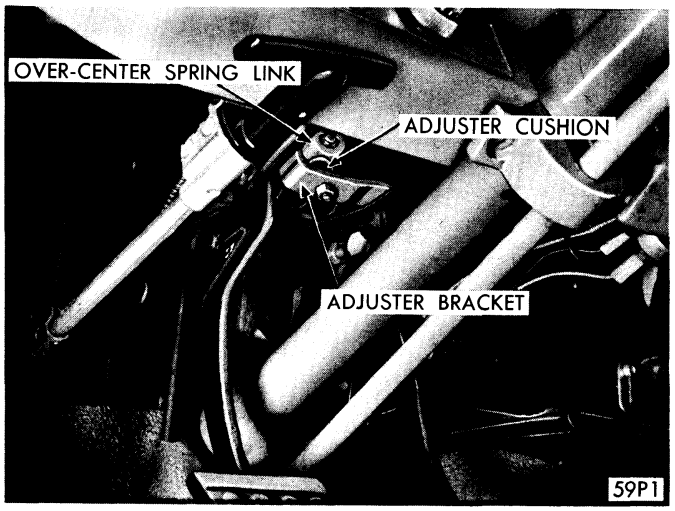

Figure 1—Clutch Overcenter Spring Adjuster

CLUTCH
DATA AND SPECIFICATIONS

Models	M-1	M-2
Clutch Models	Borg & Beck or Auburn	Borg & Beck
Outside Diameter of Disc.	9¼ in. 10 in. spec. equip.	10 in. Std. 10½ in. spec. equip. 11 in. (361 cu. in. engine)
Number of Springs in Pressure Plate	9¼ in. B & B—6 springs 9¼ in. Auburn—3 springs 10 in. B & B—9 springs	10 in. B & B—9 springs 10½ in. B & B—12 springs 11 in. B & B—12 springs (361 cu. in. engine)

CLUTCH FIXTURE SPACERS

Clutch Assembly Model Number		Size	Fixture C-585 Spacer Number
Auburn	100131-2	9¼ in.	43
Borg and Beck	1383	9¼ in.	19
Borg and Beck	1463	10 in.	21
Borg and Beck	1490	10½ in.	21
Borg and Beck	1497	11 in.	21

CLUTCH PRESSURE SPRINGS

Type	Clutch Assembly Model No.	Number of Springs and Identification	Spring Pressure and Checking Height
9¼ in. Auburn	100131-2	3 dark blue springs	254 to 280 lbs. @ $1\frac{13}{16}$ in.
9¼ in. Borg & Beck	1383	6 white springs	239 to 251 lbs. @ 1½ in.
10 in. Borg & Beck	1463	9 white springs	239 to 255 lbs. @ 1½ in.
10½ in. Borg & Beck	1440	6 white springs 6 orange springs	239 to 251 lbs. @ 1½ in. 165 to 195 lbs. @ 1½ in.
11 in. Borg & Beck	1497	6 white springs 6 unpainted springs	239 to 251 lbs. @ 1½ in. 189 to 201 lbs. @ 1½ in.