

## SECTION V—WHEELS AND TIRES

See 1958 Plymouth Service Manual for complete servicing of wheels and tires.

### WHEELS AND TIRES DATA AND SPECIFICATIONS

	Models	M-1	M-2
	<b>Wheels</b>	Type	Steel Disc
Rim		Drop Center—Safety Wheel	
Wheel Size		14 x 5 in. Std. 14 x 5½ (Spec. Equip.) 14 x 6 (Spec. Equip. for 12" Brakes)	
Number of Bolts to Attach Wheel		5	
Bolt Hole Circle—(dia.)		4½ in.	
Bolt Size		½ in.—No. 20 65 ft. lbs. Torque	
<b>Tires</b>	Type	Super Soft Cushion Tubeless	
	Tire Size	7.50 x 14 in. Std. 8.00 x 14 (Spec. Equip.)	
	Ply	4 Std.	
	Tread	TwinGrip	
	Tire Pressure Pounds—Cold (7.50 x 14 & 8.00 x 14)	22	24

## SECTION VI—UNIVERSAL JOINT AND PROPELLER SHAFT

### 1. UNIVERSAL JOINTS

Two types of universal joints are used, a ball and trunnion type on the front and a cross and roller type at the rear.

#### BALL AND TRUNNION TYPE

The universal joint is equipped with a breather, consisting of a piece of number 40 polished jute twine placed between the boot and propeller shaft. The breather lengthens the life of the boot by relieving a pressure build-up within the boot as the shaft moves back and forth in the joint body. The breather should always be reused whenever reassembling a universal joint.

The coil spring formerly used under the grease cover has been eliminated. Two oz. of fibrous universal grease necessary for adequate lubrication, if placed on the cover will be about ½ in. thick.

#### CROSS AND ROLLER TYPE

Tool C-3056 is recommended for pressing the roller assemblies out of the propeller shaft yokes when dis-

assembling this type joint as well as for reassembly, Figure 1.

For complete servicing of the universal joints refer to the 1958 *Plymouth Service Manual*.

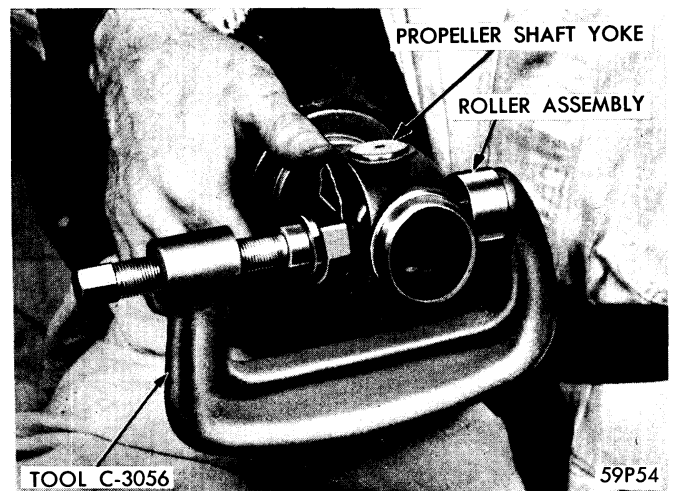


Figure 1—Removing roller assemblies