REAR AXLE DATA AND SPECIFICATIONS

Models		M-1		M-2			
				318 cu. in.		361 cu. in.	
Type		Semi-Floating					
Drive Gear Type		Hypoid					
Ratios		Conv.	Sure-Grip	Conv.	Sure-Grip	Conv.	Sure-Grip
	Manual Three-Speed	3.73	3.73	3.54	3.73	3.31	3.31
	Optional—Mountains and hilly country	4.1	N.A.	3.91	N.A.	N.A.	N.A.
	Overdrive	4.1	N.A.	3.91	N.A.	N.A.	N.A.
	PowerFlite	3.73	3.73	3.31	3.31	N.A.	N.A.
	Optional—Mountains and hilly country	3.91	N.A.	3.91	3.73	N.A.	N.A.
	TorqueFlite	N.A.	N.A.	2.93	3.31	3.31	3.31
	Optional—Mountains and hilly country	N.A.	N.A.	N.A.	3.73	N.A.	N.A.
Ring Gear Size*		8¼ in.	8¾ in.				
Ring Gear to Drive Pinion Clearance		.006 to .008 in.					
Differential Case Run-Out		.000 to .003 in.					
Differential Side Gear Clearance		.000 to .008 in.					
Axle Shaft End Play		.013 to .018 in.					
Drive Pinion Bearing Preload		20-30 in. lbs. without seal					
Lubricant Capacity		3¼ Pts.	3½ Pts.				

*8¾ in. Ring Gear—Standard on 6-Cyl. Taxicab and Heavy Duty Package.

TORQUE SPECIFICATIONS

Axle Shaft Nuts	145 ft. lbs. (Min.)
Rear Axle Ring Gear Bolt Nuts	40 ft. lbs.
Differential Bearing Cap Screws	85 to 90 ft. lbs.
Drive Pinion Flange Nut	240 to 280 ft. lbs.

SECTION III—BRAKES

MANUAL BRAKES

The master cylinder on cars equipped with Manual Brakes has a one-piece non-adjustable brake pedal push rod and does not require any pedal "free play." A pedal stop within the master cylinder eliminates the necessity of this adjustment, as shown in Figure 1. The pedal is returned by the piston, piston return spring and pressure in the master cylinder.

In the event that the piston, push rod, or piston stop and boot retainer require replacement, it will be necessary to discard the piston-collar-rod-retainer and boot assembly and replace with a service package which consists of these parts pre-assembled.

Wheel cylinder cup expanders (one expander per cup) are used in all wheel cylinders.

POWER BRAKES

The master cylinders on cars equipped with Power Brakes use an adjustable two-piece push rod. They require $\frac{1}{16}$" to ⅛" free play at the foot pedal which will provide the correct clearance of .015" to .030" clearance between the push rod and piston.

For complete servicing of the brake system refer to the 1958 *Plymouth Service Manual.*

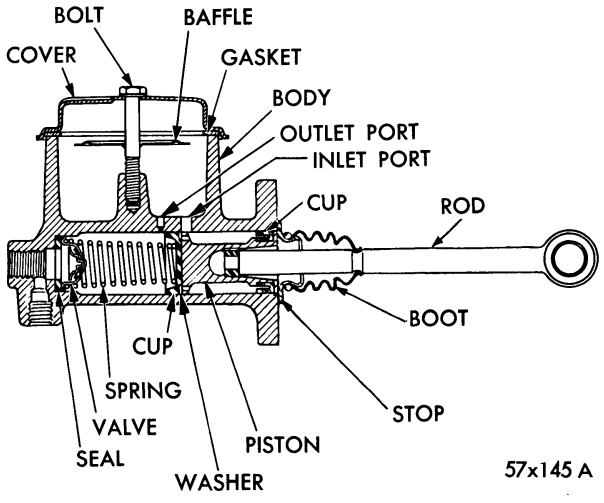

Figure 1—Master Cylinder Assembly

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.