(7) Connect the propeller shaft. Tighten the universal joint bolts to 35 foot-pounds torque.

(8) Install the clutch release fork rod and adjust, if necessary, to obtain 1 to 1¼ inches of free play at the pedal pad.

(9) Install the clutch fork pull-back spring.

(10) Install the clutch housing dust pan.

SERVICE DIAGNOSIS

Condition	Possible Causes	Correction
CLUTCH CHATTER	(a) Worn or damaged disc assembly.	(a) Replace the disc assembly.
	(b) Grease or oil on disc facings.	(b) Replace the disc facing or disc assembly.
	(c) Improperly adjusted cover assembly.	(c) Remove and recondition.
CLUTCH SLIPPING	(a) Burned, worn, or oil soaked facings.	(a) Replace the facings or disc assembly.
	(b) Insufficient pedal free play.	(b) Adjust the release fork rod.
	(c) Weak or broken pressure springs.	(c) Recondition the cover assembly.
DIFFICULT GEAR SHIFTING	(a) Excessive pedal free play.	(a) Adjust the release fork rod.
	(b) Worn or damaged disc assembly.	(b) Replace the disc assembly.
	(c) Improperly adjusted cover assembly.	(c) Remove and recondition.
	(d) Clutch disc splines sticking.	(d) Remove the disc assembly and free up splines or replace the disc.
CLUTCH NOISY	(a) Dry clutch linkage.	(a) Lubricate where necessary.
	(b) Worn release bearing.	(b) Replace the release bearing.
	(c) Worn disc assembly.	(c) Replace the facings or disc assembly.
	(d) Worn release levers.	(d) Recondition the cover assembly.
	(e) Worn or dry pilot bushing.	(e) Recondition the cover assembly.
	(f) Dry contact-pressure plate lugs in cover.	(f) Lubricate very lightly.

GROUP 7

COOLING SYSTEM

DATA AND SPECIFICATIONS

MODEL	RC-1, RC-2	RC-3, RY-1,
Capacity		
With Heater	17 quarts	17 quarts
Without Heater	16 quarts	16 quarts
Radiator Type	Tube and Spacer	Tube and Spacer

DATA AND SPECIFICATIONS — Continued

MODELS	RC-1, RC-2	RC-3, RY-1
Transmission Oil Cooler		
Type	Concentric Tube	Concentric Tube
Location	Radiator Bottom Tank	Radiator Bottom Tank
Radiator Pressure Cap		
Type	Pressure Vent	Pressure Vent
Pressure Setting	14 psi Standard 16 psi A.C.	14 psi Standard 16 psi A.C.
Fan		
Number of Blades	4 Standard – 7 A.C.	4 Standard – 7 A.C.
Diameter	18 in.	18½ in. A.C.
Fluid Fan Drive Type	Silicone Fluid Filled, Speed Modulating (A.C. only)	Silicone Fluid Filled, Speed Modulating (A.C. only)
Thermostat		
Type	Pellet	Pellet
Setting	180° F.	180° F.
Water Pump Type	Centrifugal, Ball Bearing	Centrifugal, Ball Bearing
Radiator to Fan Clearance (Standard)	¾ in. ±¼ in.	¾ in. ±¼ in.
Radiator to Fan Clearance (A.C.)	1 in. ±¼ in.	1 in. ±¼ in.
Fan Shroud Type (with Air Conditioning)	Box	Box

GROUP 7
COOLING SYSTEM

The Cooling System servicing remains the same as outlined in the 1960 Chrysler and Imperial Service Manual with the following exceptions:

TESTING THE SILENT-FLITE FAN DRIVE

Cooling Problems:

If the fan drive operates below its minimum design speed, engine overheating may result at low car speeds. Test the fan drive as follows:

(1) Cooling system must be at room temperature for test.

(2) Mark one fan blade with white or yellow chalk or crayon.

(3) Attach a timing light to spark plug wire. Start and operate the engine at about 1700 rpm and then adjust engine speed until fan blade mark is stopped by timing light.

(4) The fan drive should be replaced if the engine speed at which the fan is stopped is below 1600 rpm for RC-3, RY-1 air conditioned models or below 1550 rpm for RC-1 or RC-2 air conditioned models.

Excessive Fan Noise:

If the fan drive fails to properly limit the top fan speed, excessive fan noise may result. Test as follows:

(1) Determine engine speed at which timing light stops the fan as described above, using a tachometer.

(2) The fan drive should be replaced if the engine speed at which the fan is stopped is above 1850 rpm for RC-3, or RY-1 air conditioned models or above 1800 rpm for RC-1 or RC-2 air conditioned models.

GROUP 7A
ACCESSORY BELT DRIVES

DATA AND SPECIFICATIONS

TORQUE METHOD

Torque (Foot-Pounds) to be Applied to Components

ALL MODELS

Accessory	Belt in Use	New Belt
Power Steering Bracket	45	45
Alternator – Without A/C*	20	30
With A/C*	65	100
Fan Idler Bracket	35	50

*A/C – Air Conditioning

BELT DEFLECTION METHOD

Deflection (Inches) to be Applied at Midpoint of Belt Segment Under a 5 Pound Load. See Figure 1.

ALL MODELS

Accessory	Belt in Use	New Belt
Power Steering	3/16	3/16
Fan Belt – Idler	1/8	1/16
Alternator – Without A/C*	1/4	1/8
With A/C*	3/8	1/4

*A/C – Air Conditioning

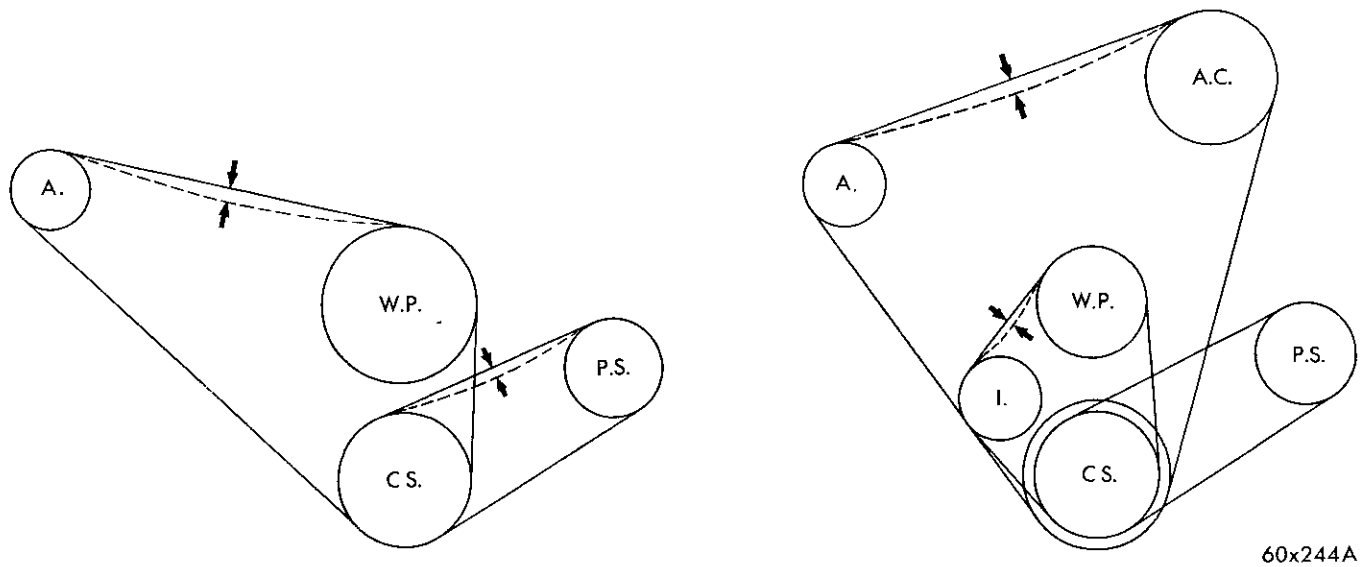

Fig. 1—Belt Deflection Location

AC—Air Conditioning
WP—Water Pump
CS—Crankshaft
PS—Power Steering
I—Idler
A—Alternator

There are changes in the accessory belt drives specifications, and in addition, the torque method by which belt tensions can be properly tightened has been changed. The power steering pump has a new drive belt and pulley arrangement.

The servicing procedures for the accessory belt drives with one exception of the torque method tightening procedure will remain the same as outlined in the 1960 Chrysler and Imperial Service Manual.

POWER STEERING BELT ADJUSTMENT (Alternate Method)

The belt tension is adjusted using Tool C-3832, when the engine is stopped, by loosening the adjustment bracket to engine mounting bolts, and exerting an outward pull of 50 pounds on a spring scale, at the swivel bolt (Fig. 2). Then tighten the adjustment bracket mounting bolts. At this time the pump mounting bracket is resting against the stop. With the engine running, the pump load reaction will move the pump mounting bracket away from the stop.

TORQUE METHOD

The power steering belts are tightened by using Tool C-3832 and torque wrench Tool C-3005 (Fig. 2). The alternator belts are tensioned by using a special Tool C-3841 and torque wrench Tool C-3005 (Fig. 3). The special tool should be hooked at the heavily-ribbed section of the alternator rectifier end shield. Other belts can also be tightened by this method if the adjusting bracket has a square hole. To tighten belts by the torque method, loosen all mounting bolts and apply the specified torque to the accessory or idler. Tighten all mounting bolts while the torque is applied to the accessory. If it is not possible to use the torque wrench because of clearance, use an extension.

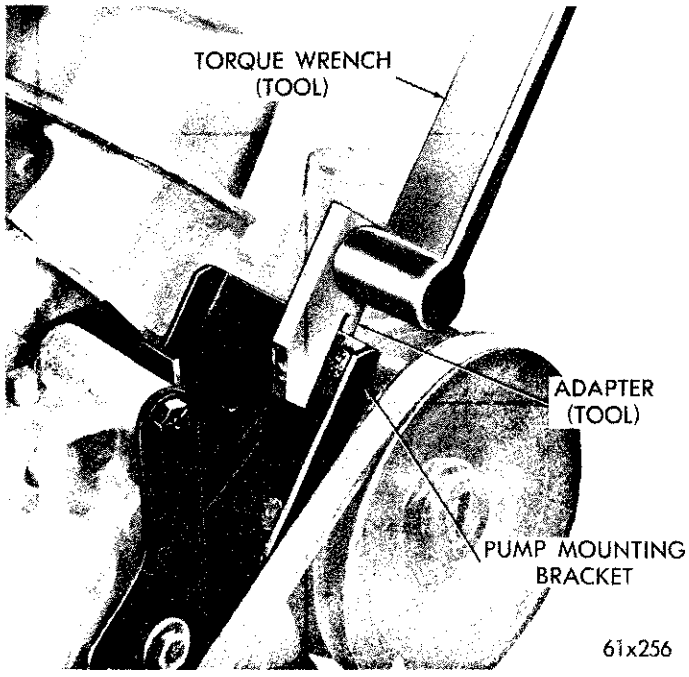

Fig. 2—Power Steering Pump Belt Adjustment

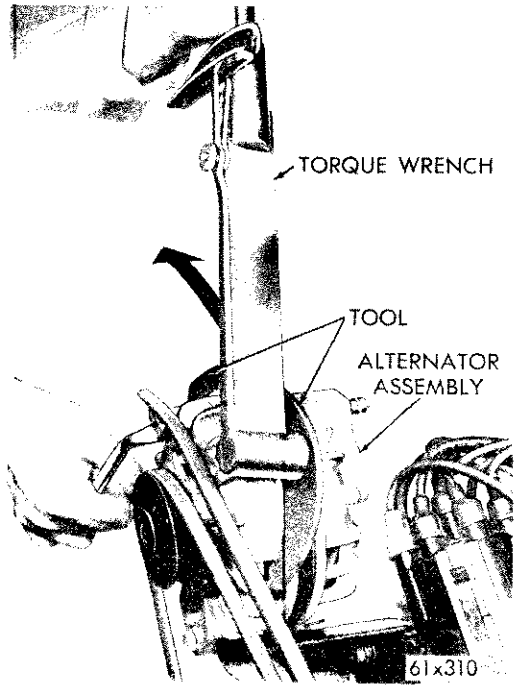

Fig. 3—Alternator Belt Adjustment

GROUP 8
ELECTRICAL AND INSTRUMENTS
DATA AND SPECIFICATIONS

BATTERY

	Standard
Voltage	12 Volts