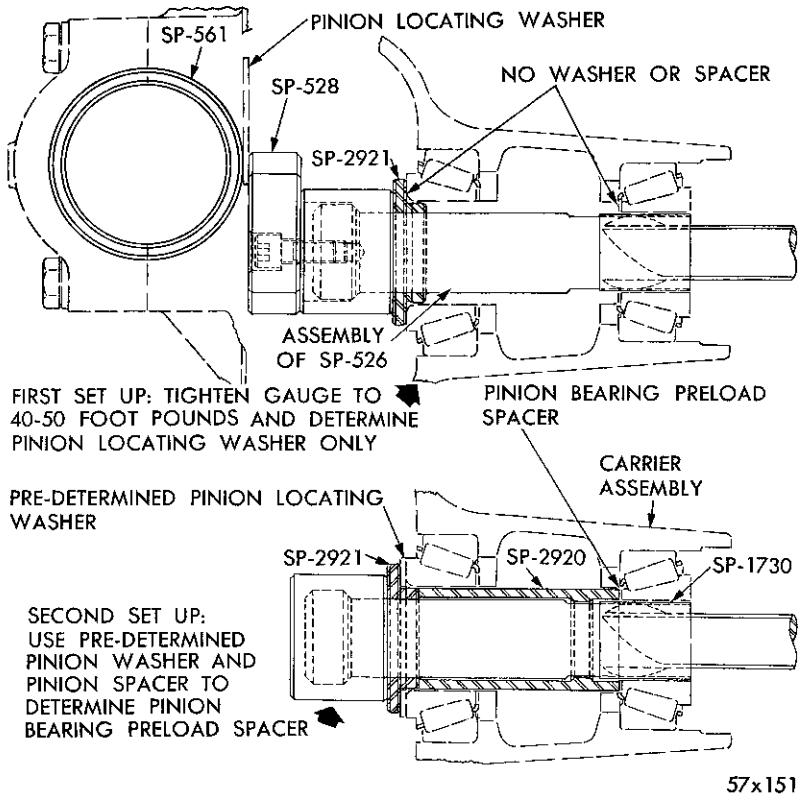

Fig. 2—Setting Pinion Bearing Pre-Load (Windsor, New Yorker and Imperial)

are available in thicknesses of .012, .016, .018, .020, .022, .024 and .026 inch. If the bearing pre-load is less than 25 inch-pounds, a thinner shim should be used.

NOTE: Correct pre-load can only be obtained with pinion shaft in a vertical position.

Remove the tool with the shim pack, bearing cone, pinion locating washer, and spacer from the carrier.

Assembly of Pinion Carrier

With the shaft end of pinion facing up, install the selected washer on the pinion stem. The chamfered side of the washer facing the drive pinion gear. Position the rear bearing on the pinion shaft. Make sure the contacting surfaces of the washer, pinion gear and rear bearing are perfectly clean and free from dirt or foreign particles. Install the rear bearing cone onto the pinion shaft with Tool DD-955. Install the selected shim pack. Lubricate the front and rear bearing. Insert the pinion and bearing assembly in the carrier. Apply a light coat of sealer in the carrier bore at the seal area. Install a new seal with Tool C-3656 until driver bottoms on the pinion front bearing. Install and support pinion gear assembly in the carrier, and install the universal joint flange with installing Tool C-496 or DD-999. Install the plain washer (concave side of washer down) and nut. Torque tighten the flange nut 240 foot-pounds and remove the flange holding tool.

GROUP 4

PARKING BRAKE

DATA AND SPECIFICATIONS

TYPE	Internal Expanding	LINING TYPE	Internal-Moulded Asbestos
LOCATION	Propeller Shaft at Rear of Transmission	WIDTH	2 inches
		THICKNESS	5/32 inch
DRUM DIAMETER	7 inches	CLEARANCE	.015 to .020 inch

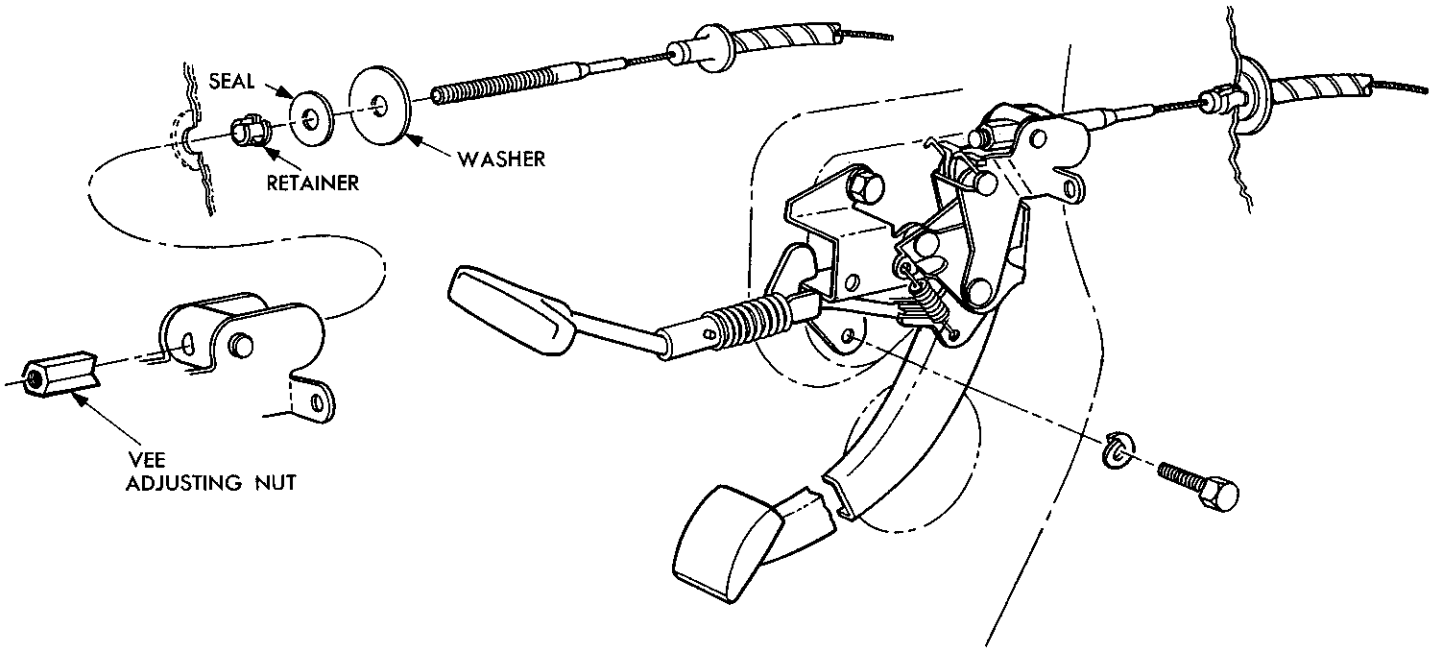

Fig. 1—Parking Brake Pedal, Lever and Cable (Exploded View) (Chrysler)

The Chrysler parking brake pedal and release lever assembly (Fig. 1) has been relocated, for improved operation. The foot pedal angle has been changed to increase the operating ratio to provide for easier setting.

The 1961 Imperial parking brake release lever assembly (Fig. 2) has been relocated under the instrument panel. This permits the release handle to extend out from under the dash and lowers the operating pedal closer to the floor with the results of easier setting.

Both pedal and lever assemblies will be serviced as a unit and will require only periodic lubrication.

BRAKE CABLE ADJUSTMENT

A change in the parking brake cable adjustment further increases parking brake efficiency. With the parking brake pedal in the fully released position, tighten the cable adjusting "vee" nut three complete turns beyond finger tight. Apply brake several times and check brake for dragging.

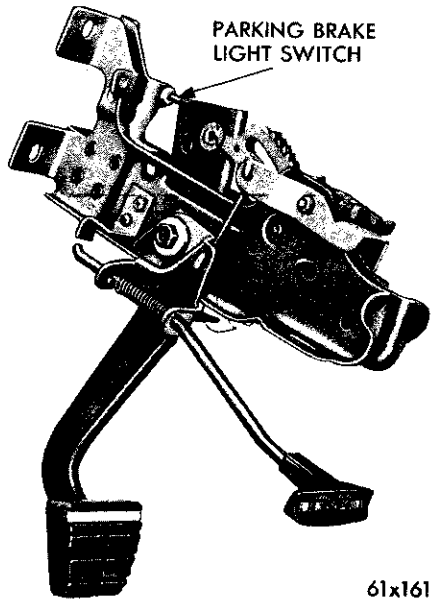

Fig. 2—Parking Brake Pedal and Lever Assembly (Imperial)

GROUP 5
SERVICE BRAKES

SPECIFICATIONS

Type	Hydraulic Total Contact Internal Expanding