

Another question that generated some conversation concerns itself with the hydraulic brake wheel cylinders, as used in the rear wheel brakes. The initial 1934 production runs of both marques used cylinders of equal size on both front and rear wheels. Again, experience dictated a correction. Remember, the AIRFLOWS were the FIRST cars EVER to have a frontally-dominant weight distribution. The needlessly large cylinders on the rear wheel brakes caused excessive braking action at the rear, and unnecessarily fast wear on the rear linings and tires. A DeSoto confidential service bulletin of August 24, 1934, correcting this error is reproduced herewith. Although the larger cylinder, as originally used, and also used on the AIRSTREAM cars will fit, and work, the smaller bore cylinder must be considered as being optimum.

It may be appropriate, tho perhaps not necessary, to call attention, at this point to the fact that since the AIRFLOWS, and all other Chrysler products of that era used step-bored hydraulic brake wheel cylinders, the linings on the two shoes in each wheel, primary and secondary, should be of equal length. The variation in braking pressure afforded by the unequal bore of the cylinder accomplishes the same result as is achieved by using a longer lining on the secondary shoe in cars equipped with straight bore cylinders. With step-bore cylinders and equal length linings the small bore of the cylinder faces the front of the car. With straight-bore cylinders and unequal linings, the shorter lining faces the front of the car.



CONFIDENTIAL BULLETIN

SERVICE

DE SOTO MOTOR CORPORATION

DIVISION OF CHRYSLER CORPORATION

August 24, 1934

No. 258

TO ALL DIRECT AND ASSOCIATE DEALERS:

To prolong the life of the rear brake shoe linings, the pistons in the rear wheel cylinders have been reduced in diameter.

The change in the size of the rear wheel cylinders and pistons was effective in production with car serial No. 5079938. The part numbers of the wheel cylinders, pistons and piston cups used in production prior to car serial No. 5079938 are listed in the parts books.

The rear wheel cylinder rear piston originally was 1-1/4", but has been changed to 1-1/8". The rear wheel cylinder front piston originally was 1-1/8", but has been changed to 1".

The following part names and numbers should be used when ordering rear wheel cylinder parts for cars after car serial No. 5079938:

BRAKES

CHANGE IN
REAR WHEEL
CYLINDER
PISTON SIZES

DE SOTO SIX

CODE "SE"

Part Name

Part Number

Rear Wheel Brake Cylinder, Right	632884
Rear Wheel Brake Cylinder, Left	632885
Rear Wheel Cylinder Piston Assembly, Front	632882
Rear Wheel Cylinder Piston Assembly, Rear	622732
Rear Wheel Cylinder Piston Cup, Front	632989
Rear Wheel Cylinder Piston Cup, Rear	600142

The changes listed above will be recorded in the next edition of the parts book.

Enter this bulletin number in the De Soto Maintenance Manual Page 1 Group 4.

B. R. Secord
Director of Service

Ross Mac Lean Collection

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