

Budget Workshop

Wayne Lesjak, Two Rivers, Wisconsin



Uncle Wayne Needs More Garage Space

Fluid Drive Discussion

Upshift Tip

Here's a condition that sometimes takes place during upshifting that may have puzzled you. The owner may report that two clicks are heard when the automatic shift takes place. The second click is heard when the accelerator is depressed after having been released for the upshift.

The reason for the first click is that the automatic clutch sleeve moves into full engagement on the pinion, completing the shift. The final engagement of the clutch sleeve on the pinion causes the second click.

This condition is normal, and does not indicate that there is something wrong in the transmission. It should be explained to owners as noise that is heard upon completion of the shift.

Many of the questions about De Sotos I hear involve the famous "Fluid Drive" transmission.

If you are old enough to remember when thousands of these cars 'roamed the earth', you probably remember that your aunt or grandmother had one in her De Soto, Chrysler, or Plymouth coupe!!

PROVING THEY ARE EASY TO DRIVE I GUESS???!!! Though not known for their racing ability, these units were easy to maintain, and most of the time trouble free. All automatic transmissions are really 'fluid driven'. The Chrysler Corp. FLUID DRIVES were around since the '40's. And Chrysler had automatics (without the clutch) in the development stage.

I have to think part of the reason for keeping the clutch (at first), was Chrysler's conservative thinking approach after the "airflow" days. Chrysler and De Soto Airflows are sought after and loved today, but when they were introduced they were radical for the times. Keeping the clutch was a safe way to ease in a new transmission. The clutch on a fluid drive car says "safety clutch" intentionally. Almost everybody learned to drive on a standard transmission in those days, and customers wanted the same transmission arrangement that they were used to. They felt "safe" and in control

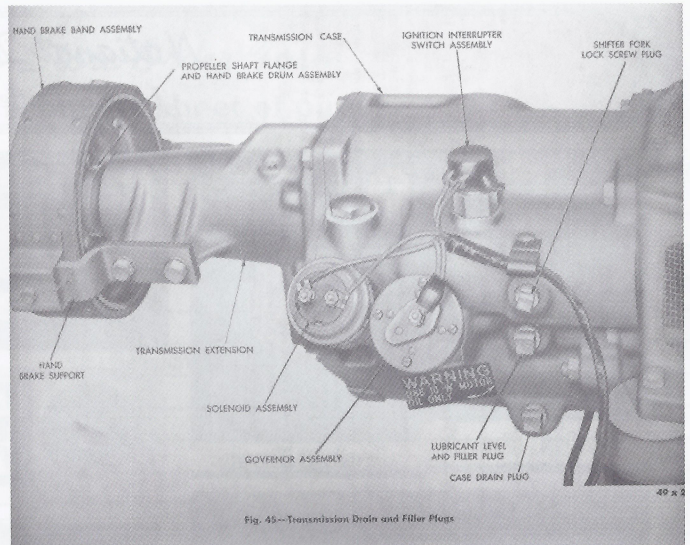


Fig. 45—Transmission Drain and Filter Plug

with a clutch's ability to "hold them back" on long downhill roadsand some people thought automatics could "get away" on them! Silly thinking when you look back. Chrysler would not get 'wild and crazy' releasing new design ideas until the Exner years in the '50s.

Maintaining your fluid drive De Soto is easy. In the next column I'll walk you through the simple electrical tests. These are easily done with a test light and a few hand tools.

For now **check your fluid!** And check the condition of your wires! Don't panic and rip all the harnesses out...Just replace the section that is frayed with same size and color wire. (Wire suppliers in Hemmings Motor News have correct 'cloth' covered type.)

Call Wayne with your questions at (920)793-3698

Remember recommended oil for fluid drive De Sotos is 10w NON DETERGENT! This is important to keep oil from foaming. Some club members have this for sale and it can be found in some "Fleet-Farm" stores and tractor/farm equipment supply places. see charts:

The 2007 NDC

Calendars

are coming!

Order now for

Christmas

Delivery

Contact Lanette Peiffer
at the Club Store for Details

334 Creek Rd., Ottsville, PA 18942,
(215) 795-2081, franklan@enter.net