

CHRYSLER CORP. PROPELLER SHAFT ALIGNMENT

Chrysler Corp., All Models

MEASUREMENT

The following measurements are made with suitable inclinometer tool (C-4224). Car must be supported by wheels or front suspension lower control arms and rear axle housing. Do not use frame contact hoist. Car should be reasonably level, fuel tank full, and free of extra weight such as luggage or tools. Rotate propeller shaft so that cross and roller bushings on axle and transmission yokes are facing downward. Install inclinometer tool (C-4224) by placing magnet on universal bushing of axle or transmission. **NOTE** — Some models require removal of floor pan brace or dampener weight from extension housing to allow for tool clearance. Work propeller shaft contact shoe up against shaft so both front and rear tabs contact bottom of propeller shaft. Make sure no bending strain is applied to magnet or measuring arm. Note inclinometer reading and adjust as necessary.

ADJUSTMENT

FRONT

To reduce high readings, place shims between extension housing of transmission and rear engine mount. Each 1/8" shim will

reduce angle 1/4°. If angle reads low or negative, no correction is required.

REAR

If angle requires correction, tapered wedge-type shims are available for rear axle spring seats in values of 1 to 4 degrees. Install wedge-type shims between rear axle housing spring pads and rear springs. Thick end of shim towards rear of vehicle increases angle, towards front of vehicle reduces angle. **CAUTION** — DO NOT use shim pack that is more than 1/4" thick at center. If excessive shimming is necessary, check rear springs.

Universal Joint Angle Specifications

Application	⊙Front Angle	⊙Rear Angle
Volare, Aspen		
All	-1/2°	+3°
Fury, Monaco, Cordoba, Charger SE		
Sedan	0°	+2 1/2°
Wagon	-1/2°	+2 1/2°
Gran Fury, Royal Monaco, Chrysler		
All	+1°	+3°

⊙ — All Models are ± 1/2° tolerance.

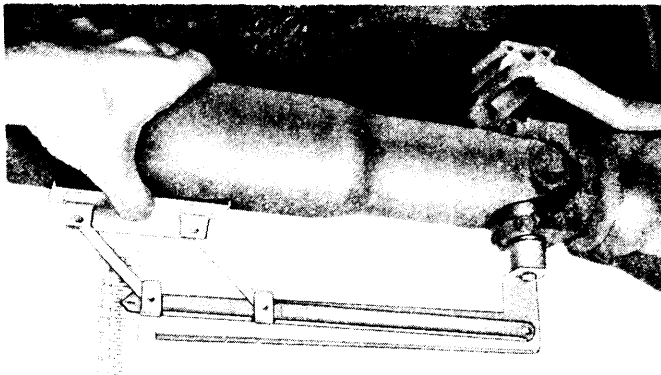


Fig. 1 Measuring Rear Universal Joint Angle

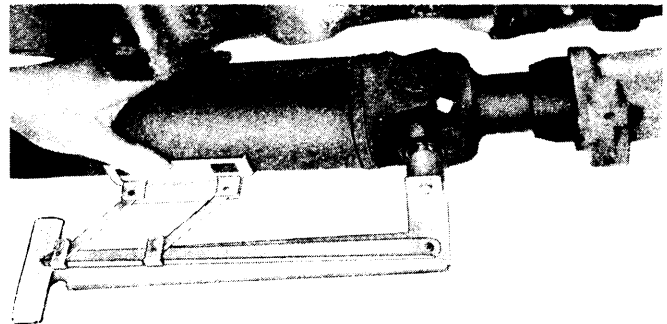


Fig. 2 Measuring Front Universal Joint Angle