CHRYSLER CORP. PROPELLER SHAFT ALIGNMENT

Chrysler Corp.
(Except Omni & Horizon)

MEASUREMENT

The following measurements are made with an 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 by placing magnet on universal bushing of axle or transmission. 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.

NOTE – *Some models require removal of floor pan brace or dampener weight from extension housing to allow for tool clearance.*

ADJUSTMENT

FRONT

To reduce high readings, place shims between extension housing of transmission and rear engine mount. Each ⅛" shim will reduce angle ¼°. 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 ¼" thick at center. If excessive shimming is necessary, check rear springs.*

Universal Joint Angle Specifications

Application	①Front Angle	①Rear Angle
Volare, Aspen		
All	−½°	+3°
LeBaron, Diplomat		
7¼" Axle	0°	+2¼°
8¼" Axle	0°	+3°
Cordoba, Magnum		
All	0°	+2¼°
St. Regis, Chrysler		
8¼" Axle	−½°	+2¼°
9¼" Axle	−¾°	+2¼°

① – All models are ±½° tolerance. Gas tank should be full when checking universal joint angles.

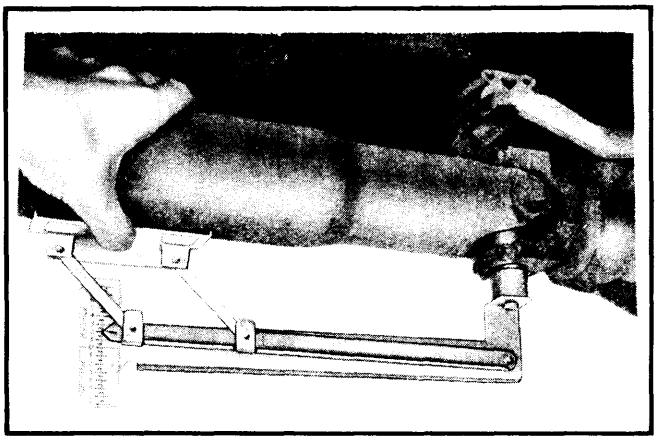

Fig. 1 Measuring Rear Universal Joint Angle

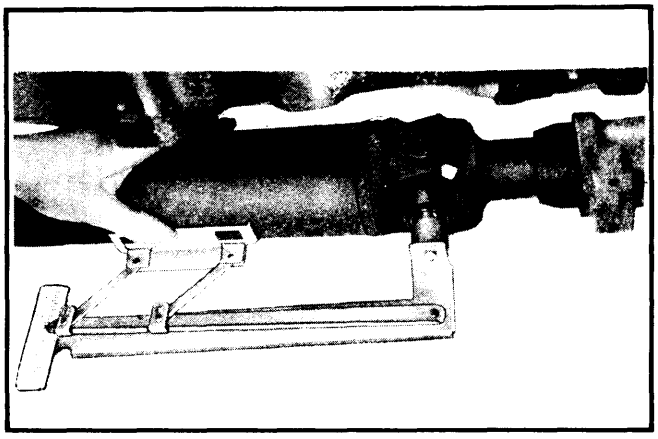

Fig. 2 Measuring Front Universal Joint Angle