

SHOP TIP

A SUCCESSFUL SUBSTITUTE FOR THE RUBBER MOUNT BENEATH THE OVERDRIVE OR TRANSMISSION TAILSHAFT HOUSING ON SG, C1, and C9 CARS.

This rubber mount is Chrysler #636368. It is also used on C2, C3, C10, C11, and C17 cars. All Cars using this rubber mount also use the same transmission support crossmember, #628356. The "Imperials", including the C17, however, use a slightly deeper transmission support bracket, and fewer shims between the crossmember and the rubber mount. Our substitute rubber mount may prove too thick for use on these cars without making a new transmission support bracket.

Rubber mount #636368, which is subject to considerable vibration, strain, and oil damage is rarely ever in good condition. It can be replaced easily on SG, C1, and C9 cars with with Chrysler rubber mounts # 2264 675 or #2264 674, with the former number preferable. Doan, and most other after-market manufacturers replace 2264 675 with 2-2235, and 2264 674 with 2-2234. #2-2235 is preferable.

Support the overdrive unit or transmission tailshaft housing on a jack or blocks. Remove the two bolts at the ends of the rubber mount which secure it to the transmission support bracket. Remove the three bolts at each end of the crossmember which secure it to the chassis. Remove the crossmember. Remove the old mount from the crossmember. The shims should not be discarded, but they will likely not be needed with the new mount. The two elongated holes in the crossmember will have to be filed a little, to increase their center-to-center distance by 1/8" to accomodate the new mount.

Secure a piece of 3/16" X 1" bar stock 7" long. Drill a 7/16" hole 3/4" from each end. These must be exactly on 5-1/2" centers, and on the centerline of the bar stock. If using 2264 675 (2-2235) drill a 1/2" hole dead center between the two end holes. If using 2264 674 (2-2234) the 1/2" center hole will have to be offset appropriately. If using 2264 675, cut off the extra rubber flap at one end with a razor blade. If using 2264 674, cut off the metal turn-ups at each end with a hacksaw.

Attach the rubber mount to your bar. After tightening down the nut, cut off the excess length of the bolt with a hacksaw. Attach the bar and rubber mount to the transmission support bracket, which has not been removed from the transmission (unless you also follow the operation described in the next paragraph). Re-install the crossmember. The shims which were used with the old mount should not be needed with the new one.

This would be a good time to stop oil leaks in this area also. The two bolts that hold the transmission support bracket to the housing are tapped through, into an oil chamber directly under and behind the rear bearing, and oil will frequently find it's way through. There should be a gasket made to fit between the housing and the hand brake support bracket, and another between the hand brake support bracket and the transmission support bracket. Each bolt should have a thin copper washer next to the support bracket and an externally serrated lock washer under the bolt head. Do not use split type lock washers. This operation should stop all oil leakage from this leak-prone area.

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