

TEC. TIPS REAR AXLES

Used On:

CHRYSLER MODELS

SIX, MODELS CO ('33), CA, CB ('34), C6 ('35), *C7 ('36), *C16 ('37)

AIRSTREAM 8, MODELS *CZ ('35), *C8 ('36)

AIRFLOW 8, MODELS CU ('34), C1 ('35), C9 ('36), C17 ('37)

IMPERIAL 8, MODELS CV ('34), C2 ('35), C10 ('36), *C14 ('37)

CUSTOM IMPERIAL, MODELS C3 ('35), C11 ('36), *C15 ('37)

DE SOTO MODELS

SIX, MODEL SC (1933)

AIRFLOW, MODELS SE ('34), *SG ('35), *S2 ('36)

AIRSTREAM, SF ('35), S1 Del., *S1 Cst. ('36), *S3 ('37)

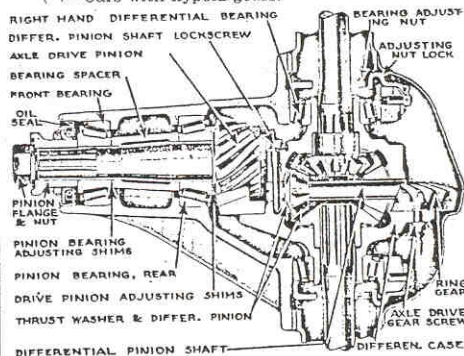
DODGE MODELS

SIX, MODELS DF ('33), DR, DS ('34), DU ('35), *D2 ('36), *D5 ('37)

PLYMOUTH MODELS

SIX, MODELS PC, PD ('33), PE, PF, PG ('34), PJ ('35), P1, P2 ('36), *P3, *P4 ('37)

(*—Cars with hypoid gears.



NOTE—On Dodge Model D2 ('36) some cars equipped with Hypoid gears, others with spiral bevel gears.

TYPE.—Hypoid (as noted above), spiral bevel (all others), semi-floating type. Pinion integral with pinion shaft and mounted on taper roller bearings which seat directly in carrier housing (positioned by spacer on shaft). Differential carrier mounted on roller bearings in housing.

SERVICING:—Gear Adjustment. Paint gears to check mesh. Backlash should be .005-.010" (1933-34-35 models), .006-.008" (1936 models), .006-.010" (1937 models). Adjust by backing off the differential bearing adjusting nut and tightening opposite nut equally. See Pinion Setting and Differential Bearing Adjustment below.

Axle Replacement (Cars with double wheel bearings). See that endplay is .0025-.005" for each shaft. Adjusted by adding or removing shims between cup of inner wheel bearing and shoulder in axle housing.

Axle Replacement (Cars with single wheel bearings). Total endplay between shafts and spacer in differential which transmits thrust from one shaft to the other should be .003-.008". Take up clearance by removing or adding shims equally between rear wheel brake support and each end of axle housing at the flange. Shims furnished .010", .0125" and .030" thick.

OVERHAUL:—Pinion Bearing Adjustment (1933 Models). Check pinion shaft endplay (before disassembly). Should be .0015-.0025" when shaft pushed backward and forward with 1400 lbs. pressure. Adjust by adding or removing shims between front bearing cone and front face of spacer.

(1934-37 Models). Check endplay with dial indicator, if no endplay, disassemble to remove front pinion bearing, add shims at front face of spacer to give free endplay. Reassemble and recheck endplay. Then remove shims to take up all endplay plus an additional .004" (1933-36), or .002" (1937) to give proper 'draw' or 'tension'. Pinion shaft bearings should be .004" (1933-36), .0015-.0025" (1937) tight.

Pinion Setting:—Pinion position controlled by shims between pinion gear and pinion shaft rear bearing. Adjustable from rear only.

Differential Bearing Adjustment (1933 Models):—Adjusted in same manner as early models (see preceding article).

(1934-35-36 Models). Bearings should be 'pre-loaded' to give .016" 'spread' on bearing supports. To adjust, set up a dial indicator on each side of drive gear with finger resting against one side of each bearing cap. Loosen bearing cap nuts slightly, free adjusting nut locks, then turn each adjusting nut in until total reading of both indicators is .016". Tighten bearing cap nuts, replace adjusting nut locks.

(1937 Models). Tighten bearings to seat cups in place. Then back off adjusting nuts to relieve strain. Tighten nuts slightly to give slight drag when pulling ring gear by hand.

NOTE—Gear mesh should be checked whenever differential bearings adjusted. Also mark bearing cap and adjuster before disassembling to facilitate re-adjustment of bearings.

Ring Gear Backlash Adjustment. Check with dial indicator. Back off one adjusting nut, tighten opposite nut equal amount. Check bearing adjustment (above).