

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)

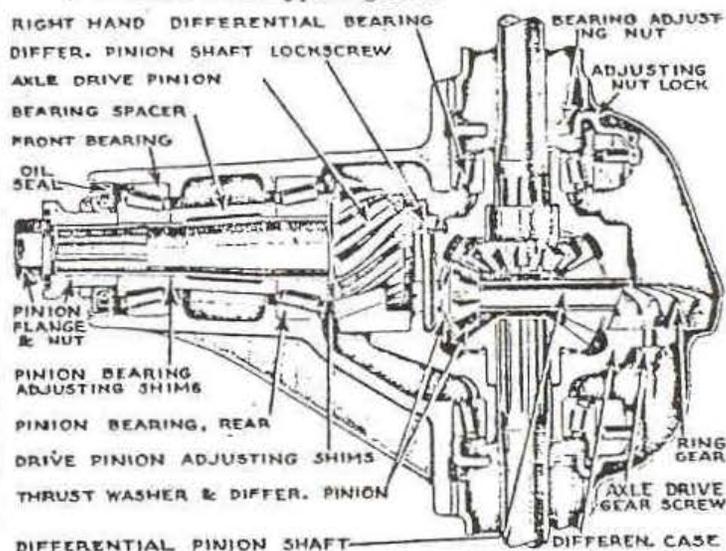
DODGE MODELS

SIX, MODELS DP ('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 disassembling). 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).



Some Airflow Manuals Are In Error... by John Spinks

This information may save some members from serious damage to certain Airflow models based on incorrect information printed in certain early factory maintenance manuals. Some very expensive damage can occur if the original directions are followed.

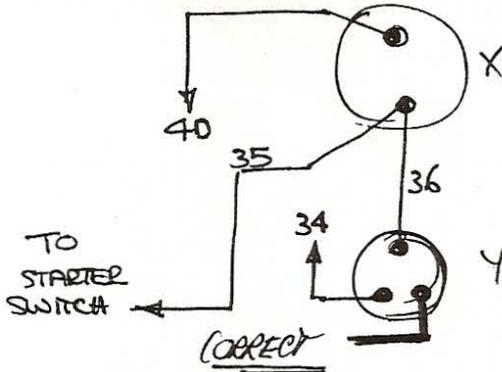
The following corrections note the Airflow Manuals I have encountered that have errors:

CHRYSLER AIRFLOW MANUAL - 1934 - FIRST EDITION - FEBRUARY 1934. On page three the text titled "Drive Pinion & Bearings", tells you to remove a thin shim (23) from behind the forward pinion bearing to relieve a tight pinion. This is not correct. The text should read **ADD** a thin shim (23) behind the forward pinion bearing to relieve a tight bearing. Failure to observe this correction can lead to a tight pinion with possible failure caused by overheating.

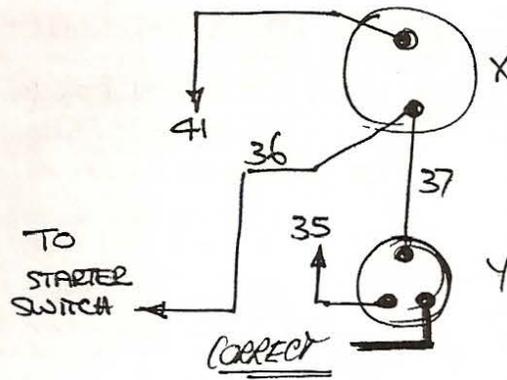
The second error appears in the **CHRYSLER MASTER MAINTENANCE MANUAL** that covers models - CU, CV, CA, CAX, CB, C1, C2, C3, CZ, C6, C7, C8, C9, C10, C11.

The service standards for models C9, C10, C11 in "Group 15", page C 3-11, refers to wiring diagram illustration number C9 - 7A26 and C10 - 7A27. Refer to wiring diagram illustration C9 - 7A26 and you find: CC= starter switch; X= fuel gauge panel unit; Y= ignition switch & lock. Wire 35 connects the starter switch to the terminal on the fuel gauge with wire 40. Wire 36 connects the ignition switch to the fuel gauge.

If you wire your Airflow per this configuration a disaster will occur. The moment the starter switch is depressed, the solenoid will draw many amperes through the very sensitive movement of the fuel gauge thereby burning out the gauge immediately! The **REMEDY** is this: Wire 35 should connect to wire 36 at the terminal on the fuel gauge. Only one wire should connect the other terminal - that is #40.



A third error centers on illustration C10 - 7A27. DD= starter switch; X= Fuel gauge panel unit; Y= ignition switch & lock. The diagram is incorrect as printed therein. The **REMEDY** is: Wire 35 should connect to wire 37 at the terminal on the fuel gauge. Only one wire should be connected to the other terminal - that is #41.



I felt very lucky to discover this error prior to installation of a new wiring harness in my C9 coupe. No doubt these printing errors explain why so many Airflows are found with non-working fuel gauges!

1989 A.C.A. National Meet - Strasb

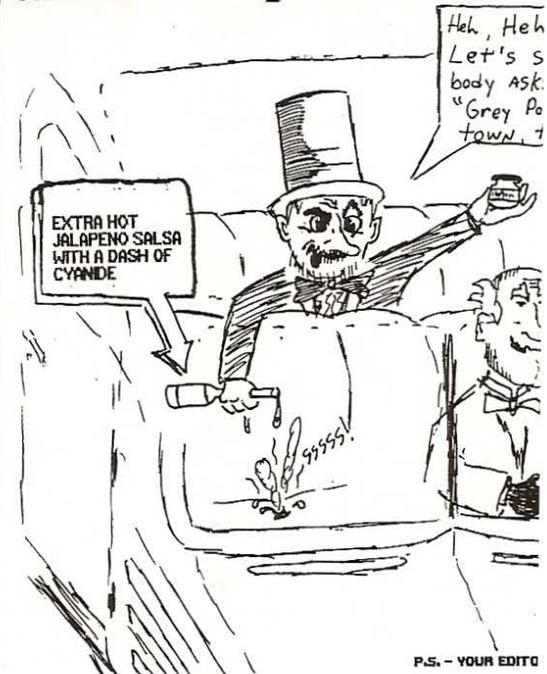
Here's the first information o to be held at Strasburg, Pennsylvan BOB MILBRAND, for more information 545-7184. Bob has campground info fo:

Plan to attend the Airflow Club 20 - 21 - 22. Strasburg, PA is a Lancaster, PA. The Strasburg Inn overlooking the beautiful Pennsylv There is plenty to do and see in t stay late! Many Amish people live and buggies add a charming backdr around the Inn. A nearby auto muse numerous restored old town buildi charming and appealing. Have you ex local bakery can oblige! (Sticky bun:

You may make reservations dir Strasburg Inn, Route 896, Hist Strasburg, PA 17579. Outside of th 0201. Within the state phone, 800-4 will receive a discount if you r affiliation. The current rates occupancy - \$56.00. Triple or quadr Add 6% PA tax. Children under 18 st the same room. Meet registration for



'Flowtoons... by Joe Geniec



P.S. - YOUR EDITO