THROTTLE LINKAGE

The throttle linkage used on the 1961 models has been changed and a new linkage adjustment incorporated. Should it become necessary to adjust the throttle linkage, refer to Figure 48 for complete instructions.

GROUP 16
PROPELLER SHAFT AND UNIVERSAL JOINTS

DATA AND SPECIFICATIONS

PROPELLER SHAFT (Models RC-1, RC-2, RC-3)	
Length – Ball and Trunnion Joint Pin Centerline to Cross Centerline	59.21″
Diameter (Manual Transmission)	3¼″
Diameter (TorqueFlite Transmission)	2¾″
UNIVERSAL JOINTS (Models RC-1, RC-2, RC-3)	
Front Joint	Ball and Trunnion
Rear Joint	Cross Type
PROPELLER SHAFT (Model RY-1)	
Length – Front Shaft – Cross Centerline to End of Spline	25.82″
Rear Shaft – Cross Centerline to Cross Centerline	33.06″
Diameter (Maximum)	2¾″
UNIVERSAL JOINTS (Model RY-1)	
Front, Center, Rear	Cross Type

TIGHTENING REFERENCE

	Foot-Pounds	Inch-Pounds
Front – Companion Flange Nuts	35	
Rear – Clamp Bolts		170

The servicing procedures for the Propeller Shaft and Universal Joint Group remain the same as outlined in the 1960 Chrysler and Imperial Service Manual. There are changes in the Data and Specifications, Tightening Reference and Service Diagnosis.

SERVICE DIAGNOSIS

Condition	Possible Cause	Correction
PROPELLER SHAFT VIBRATION	a. Excessive grease in the universal joint dust boot (Chrysler).	a. Remove all grease and pack a total 2 ounces of fibrous grease evenly fore and aft of the trunnion pin in both raceways.
	b. Undercoating or other foreign material on shaft.	b. Clean propeller shaft and wash with solvent.
	c. Loose universal joint flange bolts.	c. Tighten the flange bolts.
	d. Loose universal joint flange.	d. Install a new flange if worn and tighten to specifications.

SERVICE DIAGNOSIS — Continued

Condition	Possible Cause	Correction
	e. Bent universal joint flange.	e. Install a new flange.
	f. Improper height of center bearing (Imperial).	f. Correct the propeller shaft angularity.
	g. Improper drive line angularity.	g. Correct the propeller shaft angularity.
	h. Rear suspension spring center bolt not in seat.	h. Loosen the spring clamps and reset the spring center bolt.
	i. Broken rear spring.	i. Replace the broken spring.
	j. Rear springs not matched.	j. Install the correct spring.
	k. Worn trunnion pin.	k. Recondition the universal joint. Install a new trunnion pin.
	l. Trunnion pin not centered.	l. Using Tool C-3567, replace trunnion pin.
	m. Worn universal joint bearings or missing needle bearings.	m. Recondition the universal joint.
	n. Worn universal joint housing.	n. Recondition the universal joint. Install a new housing.
	o. Propeller shaft damaged (bent tube) or out of balance.	o. Install a new propeller shaft.
UNIVERSAL JOINT NOISE	a. Propeller shaft flange nuts loose.	a. Tighten to specified torque.
	b. Lack of lubrication.	b. Inspect and replace worn parts and lubricate with 2 ounces of fibrous grease.
	c. Worn universal joint pin or housing.	c. Replace worn parts.

GROUP 17

SPRINGS AND SHOCK ABSORBERS

DATA AND SPECIFICATIONS

SPRINGS

MODEL	RC-1	RC-2	RC-3	RY-1
TYPE		Semi-Elliptic		
NUMBER OF LEAVES				
Sedans (All)	5	5	7	6
Hardtops (All)	5	5	7	6
Convertibles	5	5	7	6
Town and Country	6	—	7	—
WIDTH (Inches)		2.50		
LENGTH (Inches)	57	57	60	60