

# Service Bulletin



Information for  Service Mgr.  Shop Foreman  Parts Mgr.  Mechanics

TO ALL CHRYSLER AND IMPERIAL DEALERS:

When checking the lubricant level in the rear axle while the car is on a hoist or lift, it is recommended that the hoist used, be one that lifts the vehicle by supporting under the wheels or under the rear axle housing and the front suspension lower control arms. This type of hoist maintains the rear axle housing at normal driving angle; hence, an accurate check of the lubricant level can be made.

The use of any hoist which lifts the frame of the car and allows the wheels and rear axle housing to be unsupported will change the angle of the rear axle housing and an accurate check of the lubricant level cannot be made. When checking the level or changing the rear axle lubricant, follow the instructions in the Chrysler and Imperial Service Manual.

*C. T. McClure*

C. T. McCLURE  
Director of Service

Dec. 29, 1958

No. 59-24

LUBRICATION

REAR AXLE

LUBRICANT

LEVEL

CHRYSLER  
AND  
IMPERIAL

ALL  
1957, 1958  
AND 1959

MODELS

12705



Information for  Service Mgr.  Shop Foreman  Parts Mgr.  Mechanics

Feb. 26, 1959

No. 59-42

## TO ALL CHRYSLER AND IMPERIAL DEALERS:

Much space in service publications has been devoted to the importance of keeping rubber bushings and certain other parts free of all types of lubrication. Rubber bushings, in particular, are dependent on the friction of a dry socket to operate properly and if the parts slide within the bushing (due to lubrication), the quietness and efficiency of the rubber type bushing is lost. Likewise, any form of lubrication will attract dirt and dust at exposed surfaces and may cause excessive wear, rapid deterioration, or other unsatisfactory results.

All Service Manuals published since the extensive use of rubber parts at points of friction, have cautioned against the use of any lubrication at these points. Pages 2 and 6 of the Lubrication Section of the 1958 Chrysler and Imperial Service Manual have paragraphs which specifically calls your attention to those points requiring no lubrication and should not be lubricated.

It has been brought to our attention that some lubrication personnel fail to observe these recommendations and as a consequence, the upper and lower control arm bushings, the idler arm bushings, rear spring silent blocks and shackle bushings are frequently sprayed with oil or some form of lubricant. Such lubrication is not necessary and generally results in rapid deterioration with failure of these rubber parts at an early period of use.

Since the design of the rubber bushings eliminates any contact between members which could cause noise, it is evident that in those cases where a squeak or noise was eliminated by lubrication, either the rubber bond had loosened from the sleeve, or the sleeve which was intended to be held stationary, was moving. In either case, replacement of the bushing or proper tightening of the pivot bolt would be indicated. Lubrication at this point would prove only a temporary measure and could result in premature deterioration of the rubber.

(Over)

LUBRICATION

NO  
LUBRICATION  
OF  
RUBBER  
BUSHINGS

CHRYSLER  
AND  
IMPERIAL

ALL  
MODELS

2956

Avoid the use of lubricants on any rubber parts, including bushings, rear spring interliners, steering center links, etc. Should a squeak or noise occur at a pivot bushing or on a rear spring, determine the actual cause of the noise and make a permanent correction by replacing the part involved, or by tightening the bolt as required.

Your Service Department actually has an excellent opportunity to sell your lubrication services with the knowledge of such factory recommendations that will contribute to a longer service life of parts. Full advantage should be taken of your "know-how" to promote all activities of your Service Department.

*C. T. McClure*

C. T. McCLURE  
Director of Service



# SERVICE BULLETIN

Service Department . . . Chrysler and Imperial Division  
CHRYSLER CORPORATION



Information for  Service Mgr.  Shop Foreman  Parts Mgr.  Technicians

March 26, 1959

No. 59-54

## TO ALL CHRYSLER AND IMPERIAL DEALERS:

Wheel bearing lubricants generally contain either sodium or lithium soaps. These two types of soap are not compatible; therefore, mixing two types of lubricants may result in a semi-liquid compound that has very poor lubricating qualities.

Wheel bearing lubricants made with either substances are satisfactory when used alone. However, inasmuch as it is not always possible to know what the lubricants contain, it is strongly recommended that new lubricant never be added to that already in the wheel bearings.

When additional lubricant is needed or upon reaching the 10,000 mile inspection and lubrication period, all old lubricant should be washed out of the hub and bearings with clean solvent and the parts dried with compressed air.

**CAUTION:** Never spin the bearings with compressed air while drying, or damage to the race and rollers will result due to close fits and lack of lubrication.

After cleaning, inspect the bearings and races for cracking, flaking, brinelling or excessive wear; if satisfactory, thoroughly repack the bearings and hubs with new lubricant. Refer to the appropriate Service Manual for lubrication instructions and capacities.

**CAUTION:** Leave some space in the hub between the inner and outer bearings for expansion, or the lubricant will be forced out of seals.

LUBRICATION

WHEEL  
BEARINGS

CHRYSLER  
AND  
IMPERIAL

ALL  
MODELS

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