IMPORTANT Service INFORMATION

DeSoto

DATE	NUMBER
3-9-60	1130

GROUP: Shock Absorbers

SUB-GROUP: Shock Absorber Bushings

• SERVICE DEPARTMENT • DE SOTO DIVISION • CHRYSLER CORPORATION •

TO ALL DE SOTO DEALERS:

SUBJECT: SHOCK ABSORBER NOISES

In a recent survey based on laboratory inspection of shock absorbers returned from the field, it was found that a high percentage (nearly 60%) had been replaced which were not faulty in any way.

In some cases, shock absorbers were replaced in an effort to correct a noise condition, which subsequent investigation revealed was caused by loose shock absorber mountings. If a noise condition is encountered in the area of front or rear shock absorbers, the following items should always be checked first in order to avoid needless shock absorber replacement:

FRONT SHOCK ABSORBER AREA - Check the lower mounting bolt and nut to make sure that the shock absorber bushing inner sleeve is tightly clamped in the "U" bracket on the lower control arm. In some instances, the bolt may have insufficient threads so that the nut can not be properly tightened to prevent looseness and noise. This can be corrected by installing a flat washer under the nut and tightening the nut to specified 55 foot pounds torque.

REAR SHOCK ABSORBER AREA - Disconnect rear shock absorbers at upper end and check the mounting studs for looseness at the attaching point on the body. If a stud is loose, remove and inspect both the stud and nut threads for damage. Replace, if necessary; otherwise reinstall nut and tighten to 70 foot pounds torque.

Indications are that shock absorbers have also been replaced unnecessarily due to a temporary noise condition resulting from the increase in viscosity of shock absorber fluid during cold weather operation. Since this type of cold shock absorber noise is of a temporary nature, replacing shock absorbers in an attempt to eliminate such a noise condition is not permanently effective or justified.

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