

SERVICE BULLETIN

CHRYSLER CORPORATION

PLYMOUTH DIVISION

DETROIT



April 2, 1935

No. 34

TO ALL CHRYSLER, DODGE AND DE SOTO DISTRIBUTORS, DIRECT DEALERS, DEALERS AND ASSOCIATE DEALERS:

A few complaints have been received regarding a sharp rapping noise which occurs in the rear springs, especially when the car is operated over rough roads.

Some of the reports indicate the noise was due to rear spring leaves fanning. Others were said to be caused from loose fitting rear spring "U" shackles.

We have thoroughly investigated this situation and our tests reveal that this noise may come from broken welds at the frame rear cross member spring hanger bushing, or from the rear spring "U" shackle.

CORRECTIONS

(1) Examine the frame rear cross member spring hanger bushing on both sides of car and if broken loose at weld remove the "U" shackle and reweld the bushing back securely.

(2) Remove, singly, the rear spring "U" shackles and bend them in accordance with the attached sketch, the bend not to exceed 5/32", and then reinstall.

IMPORTANT: - DO NOT HEAT THE "U" SHACKLES FOR BENDING. They must be bent cold.

Recently a change was made in the location of the shock absorber and link which is now ahead of the rear axle housing. This change entered production with car serial No. 2504716 and No. 1062054, which also incorporates an improved rear shock absorber intake valve with serrated seats to prevent a possible break-away noise, particularly noticeable during cold weather.

The best method to determine if the noise comes from the rear shock absorber is to disconnect the shock absorber links, road test the car and if the noise has disappeared it is recommended that the improved intake valves be installed.

Material for this improved intake valve installation has been made available on a gratis basis in limited quantities, for cars built prior to those listed above, through the United Motors Service Branches located

(Over)

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in principal cities. The material is identified by Delco Service Package Part #1076762 and consists of two intake valves, two cover gaskets, and instruction sheet.

This installation should only be made in cases where a noisy condition described as a "chuckle" is definitely traced to the rear shock absorber. Since the material is supplied on a gratis basis, no return of the replaced parts is necessary. No labor allowance will be made for the replacement of the shock absorber valves, as the time required averages only one half hour or less per car. All of this work should be performed in your own service department.

Enter this bulletin number and subject in Plymouth Maintenance Manual under -

GROUP 10, Page 1 - Frame, Spring and Shock Absorbers.

J. P. McErimmon

Director of Service

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