

Service Letter

PRODUCT INFORMATION

58-G-18

June 20, 1958

CIRCULATE

1958 Thunderbird miscellaneous items

REAR SUSPENSION NOISE

An investigation into the causes of rear suspension noise has determined that most noise conditions are caused by the following:

1. Incorrect torque of the rear suspension bolts and nuts.
2. Upper suspension arm looseness. (Upper suspension arm looseness has been found to be caused by one or more of the following conditions):
 - A. Excessive clearance between front bolt and underbody outside rail.
 - B. Stripped threads—upper suspension arm front mounting nut.
 - C. Nut loose on underbody rail.

When rear suspension noise problems are encountered, the rear suspension members should be torqued to the revised torque specifications as shown in Figure 1. In those cases where this retorquing operation does not eliminate the noise, and the noise is attributed to the upper suspension arm, the arm and attaching parts should be reworked as follows for the conditions which are found to exist.

NOTE: All units with noise problems attributed to the upper suspension arm will require correction (A).

CORRECTION (A) EXCESSIVE CLEARANCE BETWEEN FRONT UPPER SUSPENSION ARM MOUNTING BOLT AND OUTSIDE UNDERBODY RAIL.

1. Raise car on hoist, remove rear wheel and tire assemblies and position support jack under rear axle.

2. Remove both upper suspension arm rear bushings from the axle brackets then remove the front mounting bolts and remove the arm and bushing assemblies from the vehicle.

3. Wire-brush underbody members in area of front mounting bracket to provide clean surface for new washers to be welded over existing washers.

NOTE: APPLY WET ASBESTOS PACKING TO FUEL LINE AND ADJACENT AREA ON LEFT HAND UNDERBODY RAIL.

4. Position reworked flat washers—B8A-6378-A over existing washers. See Figure 1. Insert bolts through washers into nuts to align washers for welding. Weld washers to underbody rails and remove bolts.
5. Remove wet asbestos packing from left underbody rail and clean welded areas as required.
6. Install the arm and bushing assemblies (front bushing first) to underbody rail, then substitute (2) 34853-S7 split type lock washers for the star type washers removed.
7. Connect arms to axle brackets, secure with bolts, then torque front bolts to 100-120 ft. lbs. torque, and rear bolts to 65-75 ft. lbs. torque.
8. Torque all remaining rear suspension bolts to revised torque specifications (See Figure 1) and remove support jack from beneath rear axle.
9. Install wheel and tire assemblies and lower car to floor.

The suggested time schedule operation for correction (A) (both sides) as SP-5500-A-58, 1.2 Hours.

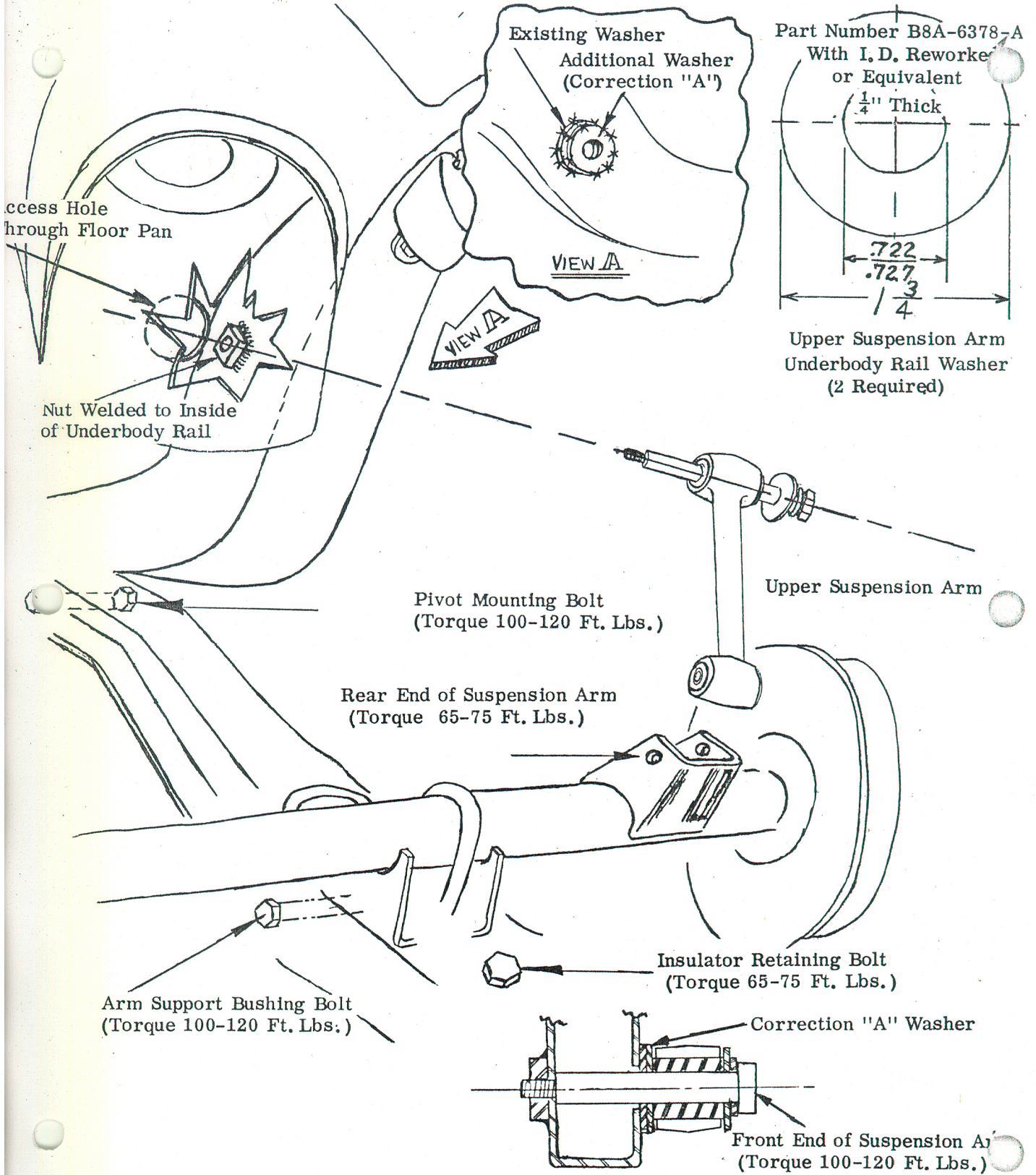


Fig. 1 - Rear Suspension - Noise Correction

**CORRECTION (B) STRIPPED THREADS—
UPPER SUSPENSION ARM FRONT MOUNTING
NUT**

1. Remove the rear seat cushion and rear seat back assemblies, then locate and drill a 1½" diameter hole (See Figure 2).
2. Raise rear of car and remove rear tire and wheel assemblies then remove the bolt from the forward upper arm bushing.
3. Drill through the existing nut with a ¼" drill then split the nut with a chisel and remove from underbody rail. (Remove pieces of nut from spring pocket area with a magnet.)
4. Re-assemble the front bushing and bolt assembly (discard the star type lock washer and substitute a spring type ¾" lock washer).
5. Grind or file weld flash from inboard side of underbody rail then place a ⅝"-18 nut in the access hole.
6. Tighten the bolt to secure the nut, then arc weld the nut to the frame side rail.
7. Torque bolt to 100-120 ft. lbs.
8. Install grommet part number 352285-S in the drilled access hole then reinstall the seat back and seat cushion assemblies.

9. Install the wheel and tire assembly.
The suggested time required to perform correction (B) is 0.3 Hours for one side, 0.6 Hours for both sides.

**CORRECTION (C) UPPER SUSPENSION ARM
FRONT NUT LOOSE**

1. Repeat operation number 1 of Correction (B).
2. Raise the car and remove rear tire and wheel assemblies, then tighten the bolt in the forward upper arm bushing to 100-120 ft. lbs.
3. Repeat operations 6, 7, 8, and 9 of Correction (B).
The suggested time required to perform Correction (C) is 0.2 Hours for one side, 0.3 Hours for both sides.

REAR SUSPENSION TORQUE CHART

Part Name	Ft. Lbs.
Track Bar Mounting Bolts	80-100
Support Mounting Nuts	65-75
Support Bushing Bolt	100-120
Insulator Retaining Bolt	65-75
Pivot Mounting Bolt	100-120
Shock Absorber Bushing Bracket Nuts	12-15
Shock Absorber Stud Nut	15-25
Upper Suspension Arm Mounting Bolts	—Front 100-120 —Rear 65-75

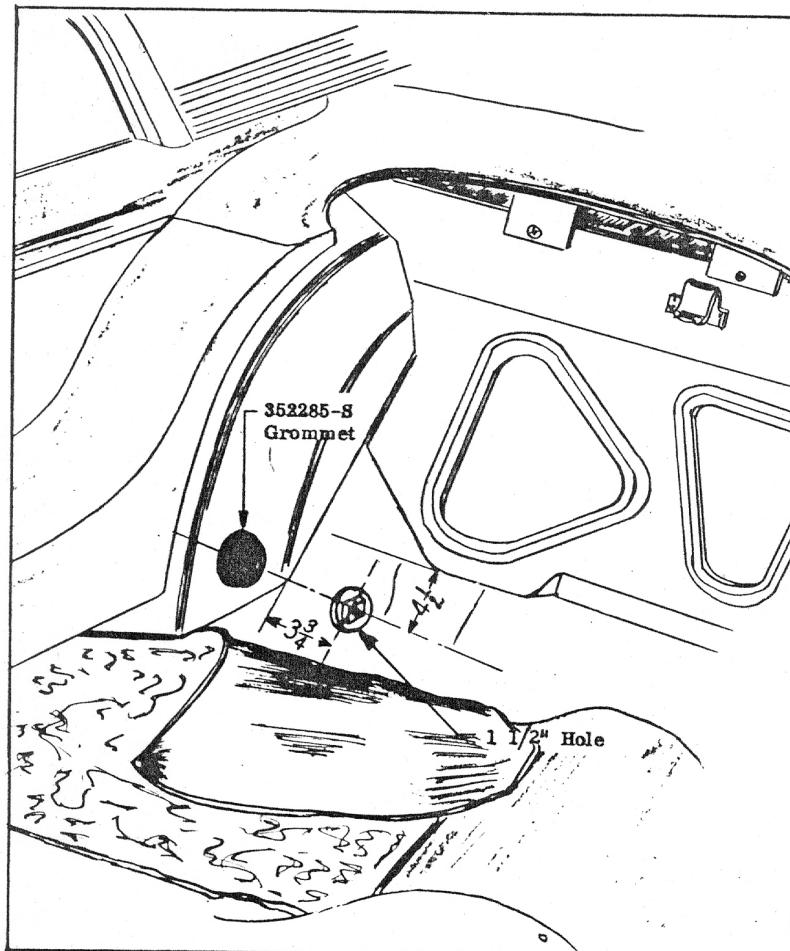
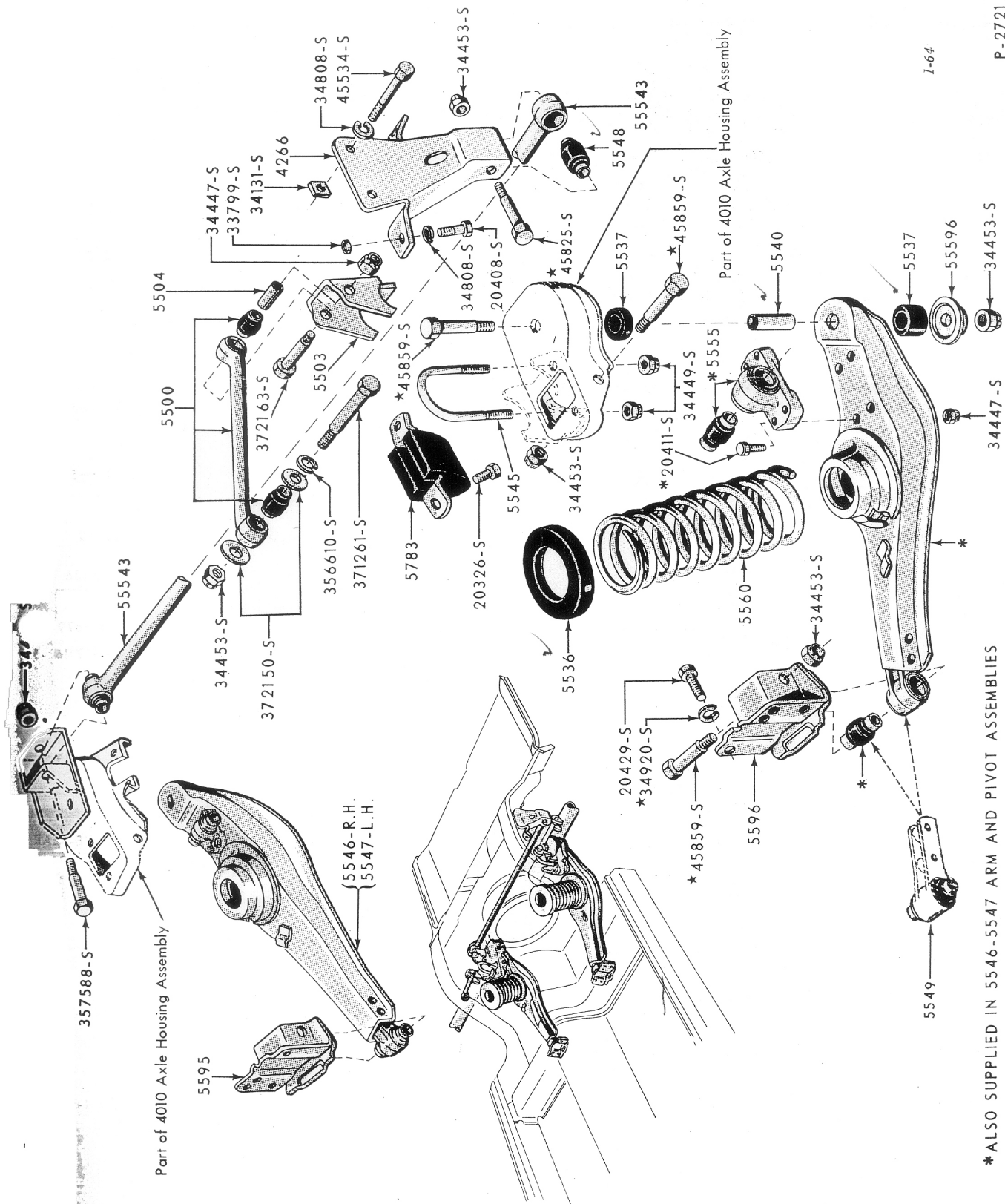


Figure 2 - Fix for Stripped Threads or Loose Nut



Part of 4010 Axle Housing Assembly

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* ALSO SUPPLIED IN 5546-5547 ARM AND PIVOT ASSEMBLIES

1958 REAR SUSPENSION (THUNDERBIRD)

I-64

P-2721