

PRODUCT

SERVICE LETTER P-398

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SERVICE DEPARTMENT · FORD DIVISION · FORD MOTOR COMPANY

REAR SUSPENSION NOISE (1958 Thunderbird)

On the 1958 Thunderbird, most of the rear suspension noises are caused by the following:

A. Incorrect torque of the rear suspension bolts and nuts.

B. Rear upper suspension arm looseness. This is caused by one or more of the following conditions:

1. Underbody rail distortion or collapse and excessive clearance between the front upper suspension arm mounting bolt and the underbody rail.

2. Stripped threads on the upper suspension arm front mounting nut.

3. Upper suspension arm front nut loose.

When rear suspension noise problems are encountered, the rear suspension members should be torqued to the specifications shown in Fig. 1. In those cases where the torquing 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.

1. Underbody Rail Distortion or Collapse and Excessive Clearance Between Front Upper Suspension Arm Mounting Bolt and Underbody Rail.

All units with noise problems attributed to the upper suspension arm will require this rework procedure.

In some cases, the spacer, installed in the frame at the rear axle upper suspension arm front attaching bolt location, will collapse when the bolt is torqued to 100-120 ft. lbs. When the spacer collapses, the outer frame side rail may also collapse slightly and allow the arms to loosen.

The new spacer should be installed as follows:

1. Raise the car, remove the rear wheels, and position a support jack under the rear axle.

2. Remove both upper suspension arms from the vehicle.

3. With a hand grinder, remove the flat washers from the outboard side of both

underbody side rails at the forward mounting bolt hole location.

4. Enlarge the forward mounting bolt hole in the outboard side of the underbody crossmembers to 1 inch diameter. Clean a 4 inch square area around the hole.

5. Position a 1 inch O.D. (minimum ID 13/16") tubing into the mounting bolt hole in the outboard side rail. Seat the tubing against the inner side of the inboard side rail and mark the length of the tubing flush with the outer surface of the outboard side rail.

6. Remove the tube, cut to the length

marked and chamfer the outer end of the tube to facilitate welding. (Fig. 2).

7. Position the spacer tube in the frame member and install the connecting link bolt finger tight to position the spacer in the side rail.

8. Apply wet asbestos packing to the fuel line to protect the fuel line during welding.

9. Tack weld the spacer to the side rail, remove the bolt, and weld the spacer circumference to the side rail. Grind the welds flush with the side rail.

10. Locate and drill a 23/32" hole in the center of each 3" x 3" piece of

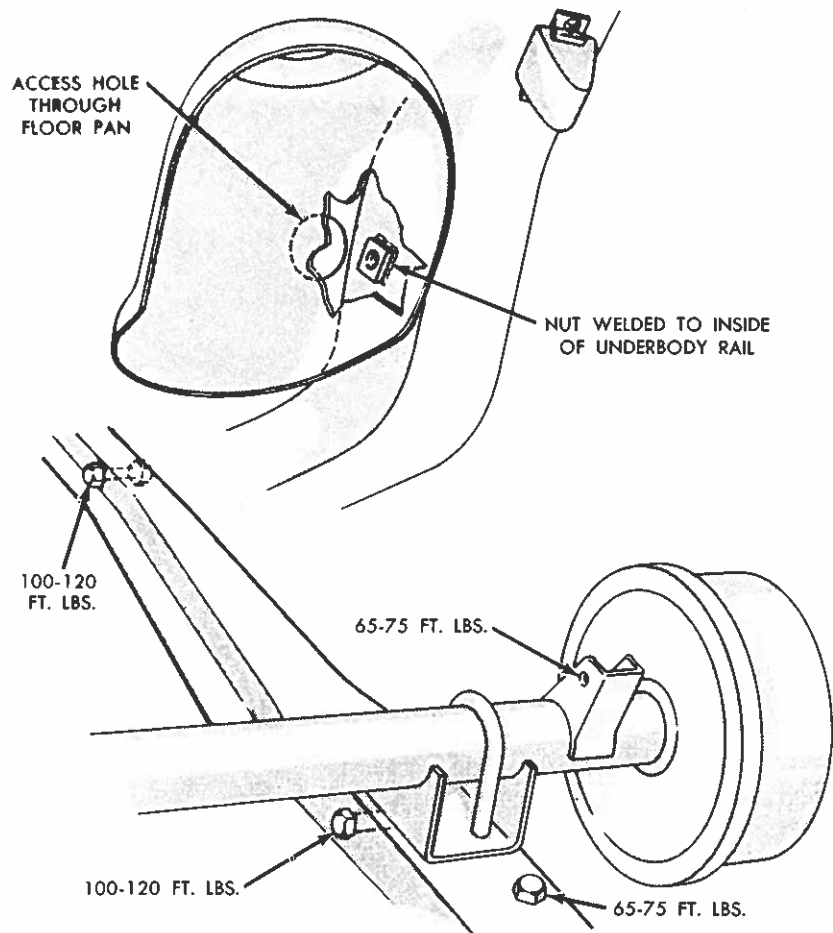


Fig. 1 - Rear Suspension Noise Correction

Serv.Mgr.
Mechanics