



SERVICE BULLETIN



SERVICE DEPARTMENT... CHRYSLER-PLYMOUTH DIVISION
CHRYSLER MOTORS CORPORATION

TECHNICAL INFORMATION ON ☒ IMPERIAL ☒ CHRYSLER ☒ PLYMOUTH ☒ VALIANT

The front suspension lower ball joints are designed to have stud to bearing clearance of 0.000 inch minimum to .050 inch maximum. Lower ball joints should not be replaced for looseness if the axial end play (up and down movement is under .050 inch).

A new tool C-3911 has been developed to accurately measure lower ball joint end play and to eliminate needless replacement of ball joints that are within specifications. See Figure 1.

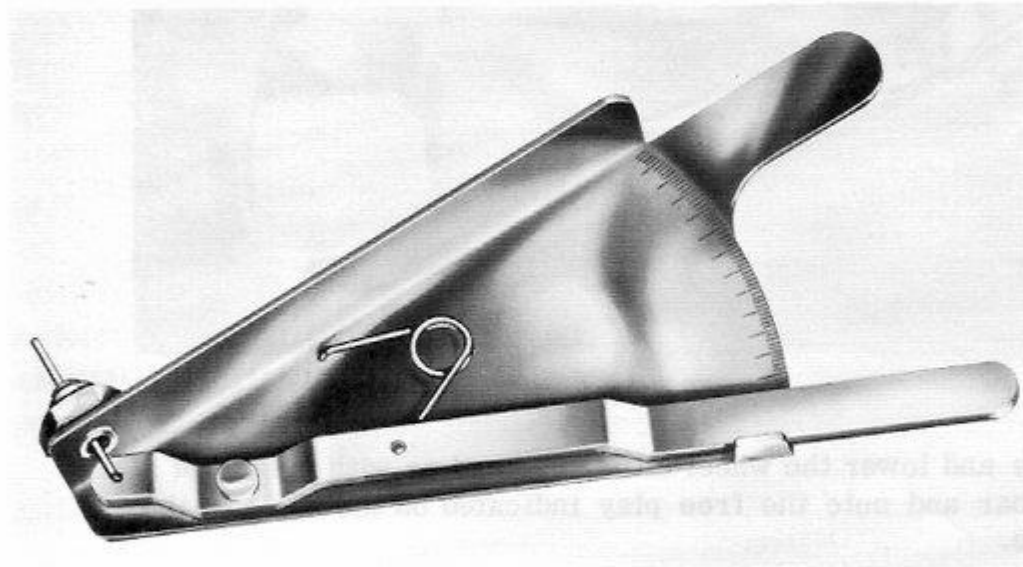


Figure 1

To measure lower ball joint end play, proceed as follows:

1. Raise the front of the vehicle at the lower control arms to bring the wheels clear of the floor.

CAUTION: Lower control arms must be supported sufficiently outboard so that the rebound bumper is not compressed in order to unload the lower ball joint.

(Over)

October 30, 1962

No. 63-14

FRONT
SUSPENSION

LOWER
BALL
JOINTS

ALL
IMPERIAL,
CHRYSLER,
PLYMOUTH,
AND
VALIANT
MODELS
FROM
1957 THRU 1963

P-4438-C

Service Mgr.	
Shop Foreman	
Technicians	
Parts Mgr.	
Partsmen	

2. Remove the ball joint plug and screw the threaded fitting of the tool into the ball joint plug hole until it is firmly seated, see Figure 2.



Figure 2

3. Raise and lower the wheel either by hand or with the aid of a pry bar and note the free play indicated on the scale of the gauge.

The scale of the gauge is graduated to indicate free play in minor increments of .010" with the major increments indicating .050".

Replacement is necessary only when movement of the gauge arm exceeds a travel of five minor increments (.050" indicated on the scale.

POLICY: INFORMATION ONLY.

J. W. Farley
J. W. FARLEY
Manager-Service

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CHRYSLER-PLYMOUTH DIVISION