

TechProSM Bulletin

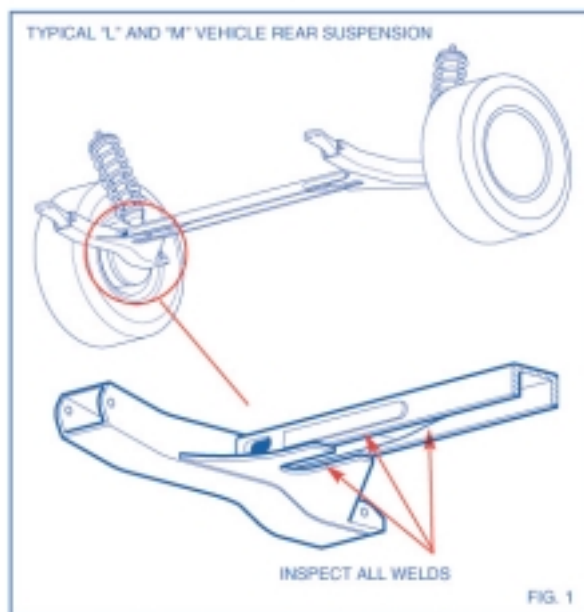
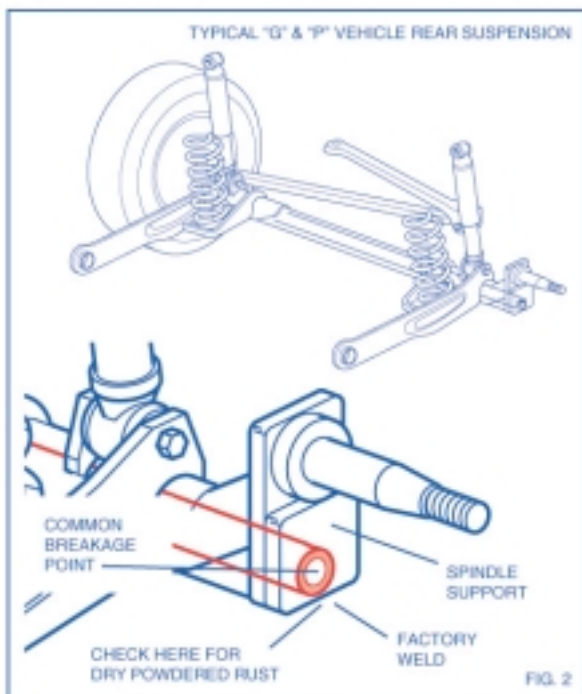
SERVICE TIPS FOR THE PROFESSIONAL TECHNICIAN

BULLETIN CQ2-96

CHRYSLER VEHICLES REAR SUSPENSION NOISE

The two Chrysler rear suspensions shown can develop noise, or "squeak" problems in high mileage or high rust areas.

The suspension on the M and L body is semi-independent, figure 1. The beam (U shaped channel) which connects the right and left sides is forward of the spindles and functions as a sway bar. This beam is reinforced in several places with welds. If there is sufficient corrosion or fatigue, cracks can develop in the weld areas causing noise whenever there is enough suspension movement to flex or stress the beam in the weakened area.



The rear suspension used on the "G" and "P" body vehicles uses a tubular rod as a sway, or stabilizer bar, figure 2. This tubular rod is welded to the rear spindle supports on both sides of the vehicle. If there is sufficient corrosion or fatigue, the weld can separate allowing the rod to move and make noise. If the weld has broken in this area there is often a powder, similar to a dry universal joint, from the bar turning within the weld. The bar breaks most often just inboard of the spindle support flange on the left side, but the bar may also break at any point between the two anchor points.

In both suspensions, the failed portion of the suspension assembly may have to be replaced.

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