

Bulletin ServiceLinkSM



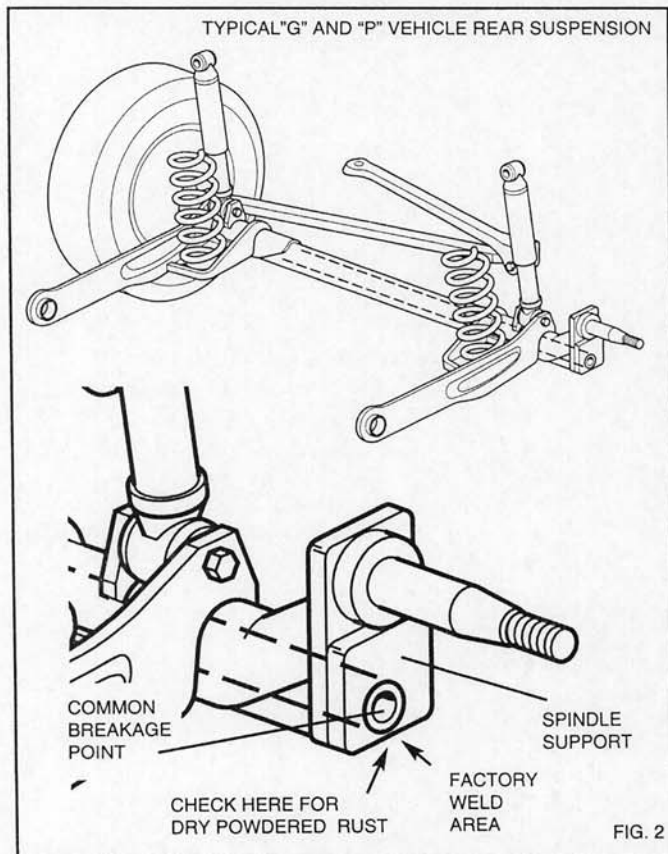
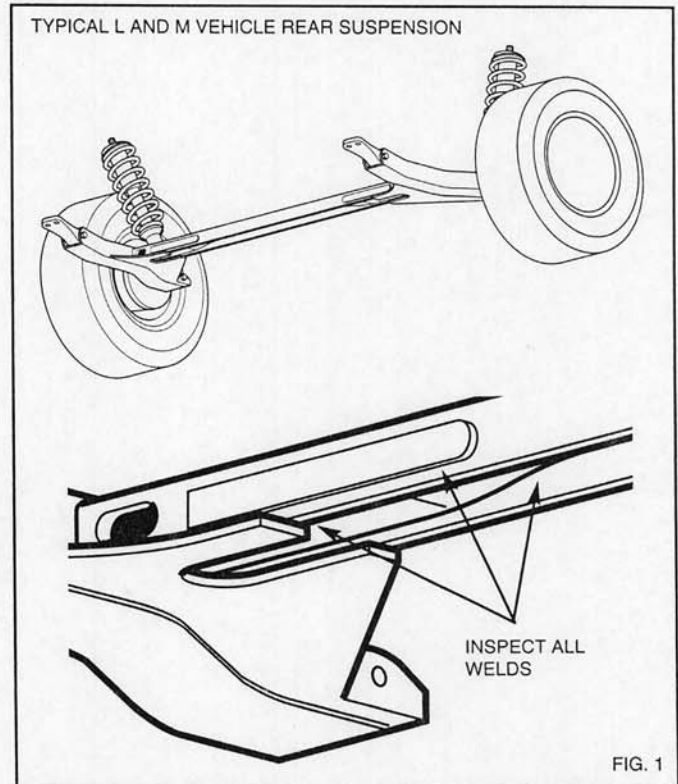
SERVICE TIPS FOR THE PROFESSIONAL TECHNICIAN

Bulletin SL3-98

CHRYSLER VEHICLES REAR SUSPENSION NOISE

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

The M/L body has a semi-independent suspension, figure 1. The connecting component between the left and right sides is a U channel which functions as a stabilizer bar. This U channel 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 sufficient suspension movement to flex or stress the channel in that area.



The rear suspension used on the G and P body vehicles use a tubular rod as a stabilizer, or anti-sway bar, figure 2. This tubular rod is welded to the rear spindle support. If there is sufficient corrosion or fatigue the weld can separate allowing the rod to move and cause 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.