

# SERVICE BULLETIN

CHRYSLER CORPORATION

PLYMOUTH DIVISION

DETROIT



July 2, 1935

No. 40

TO ALL CHRYSLER, DODGE AND DE SOTO DISTRIBUTORS, DIRECT DEALERS,  
DEALERS AND ASSOCIATE DEALERS:

## STEERING WHEEL FIGHT, ROAD SHOCK, SHIMMY AND WANDER.

Since first production of the 1935 Plymouth we have had occasion to study various complaints on steering. They have been reviewed with the engineering and manufacturing departments. Correct steering depends on the precise adjustment of all factors in a steering assembly. It has been found that any Plymouth car can be brought up to standard by the following adjustments:

- (1) The 16 x 6.00 tires should be inflated to 28# and 17 x 5.25 to-32#, front and rear. It is imperative that the front wheels be accurately balanced.
- (2) Caster should be set between 1° to 3° with 2-1/2° preferred with car fully loaded. Camber must be from 1/4° positive to 3/4°, 1/2° preferred. Toe-in should be from 0 to 1/8", zero preferred.
- (3) It is important that the King Pins are free and not binding, also that all steering connections are well lubricated. One of the most common cases of steering wander is binding King Pins. The Tie Rod should be checked to assure that it is straight and not bent, which sometimes occurs during rail, boat, or truck shipments.
- (4) Adjust the Shock Absorber Link Rubber Grommets so that they are tightened up as specified: - 2-1/8" from top of top retainer to bottom of bottom retainer at the upper end of the link and 1-5/8" from top of top retainer to bottom of bottom retainer at lower end of link.
- (5) Sway Bar Link Rubber Grommets must also be set up to similar specifications except the lower length is 2-1/8" and the upper 1-5/8". This is very important as it reduces wheel fight and increases car stability.
- (6) Drag Link Springs should be adjusted solid, then the plug backed off four (4) full turns.
- (7) Steering Gears should be adjusted so that they have practically no backlash in the center position.
- (8) Pump any air out of the Front Shock Absorbers by disconnecting the

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linkage and moving the Shock Absorber Arm three complete strokes so that the piston will bottom at each end, and then refill with fluid. This procedure is now being followed in production with good results.

These adjustments, while simple to perform are very important and are essential for good steering and road ability.

Also, it is highly important that proper steering adjustments be made on EACH NEW CAR BEFORE DELIVERY, as improper adjustments may result in excessive wear of steering gears, necessitating their replacement in the early life of the car. (Steering gear adjustment and lubrication is a New Car Inspection Operation as listed on Page 5, Group 1, in Plymouth Maintenance Manual.)

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Enter this bulletin number and subject in Plymouth Maintenance Manual under -

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GROUP 11 - STEERING

Director of Service

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