



PLYMOUTH SERVICE INFORMATION BULLETIN

Group
Rear Axle

Number 3-2

Date
Nov. 11, 1959

Of interest to: SERVICE MGR. ● SHOP FOREMAN ● PARTS MGR. ● MECHANICS ●

SUBJECT: SURE-GRIP DIFFERENTIAL CHATTER (1960 AND PREVIOUS MODELS)

A service procedure has been developed and tested which corrects a Sure-Grip differential chatter on turns. This procedure is designed to flush out contaminants and foreign matter from the axle that are often the cause of chatter in Sure-Grip differentials.

Emphasis is made on the importance of blowing out the axle housing with compressed air to remove all traces of the solvent used for the flush. If this is not done, lubricant dilution may be great enough to lower the lubricating properties of the axle oil below their necessary level of effectiveness, resulting in gear tooth scoring. It is important that all the following steps be followed:

1. Operate car until axle housing is warm to touch (approximately 100^oF). This approximates 10 minutes of driving at 40 mph.
2. Remove axle drain and filler plugs and allow to drain for at least five minutes.
3. Replace drain plug. Fill axle to bottom of filler plug hole with naphtha, mineral spirits, or other suitable solvent.
4. Rotate the rear wheels by hand for five minutes, alternating direction of rotation.
5. Remove axle drain plug. Allow fluid to drain.
6. **IMPORTANT:** Insert air hose into filler plug hole. Blow out axle with compressed air for 15 minutes, or until solvent odor is no longer noticeable.

Note: This is necessary to evaporate as much of the retained solvent as possible and prevent dilution of the fresh lubricant with the solvent used.

7. Flush the axle with at least two pints of MoPar Sure-Grip lubricant. Allow to drain at least five minutes.

P-3960-C

(over)

- 8. Replace drain plug and tighten. Fill axle to correct level with MoPar Sure-Grip lubricant. Replace filler plug and tighten.

Note: The car should be driven at least 10 miles before checking for chatter. Time must be allowed for the fresh lubricant to become worked between the clutch discs of the Sure-Grip unit. As mileage is accumulated, retained contaminants will be diluted by the fresh lubricant making the unit less and less susceptible to chatter.

George J. Cutler

George J. Cutler
Director of Service

PLYMOUTH-DE SOTO-VALLIANT DIVISION

P-3960-C

P-3960-C