

Plymouth

CHRYSLER

IMPERIAL

Technical Service Bulletin

Of Interest ☐ General Manager ☐ Sales Manager ☐ Service Manager ☐ Parts Manager ☐ Service Technicians

An improved 8 3/4 crowned axle shaft bearing entered production late in the 1971 model year. The increased roller crown was adopted to increase the ability of the bearing to operate under conditions of angularity, and is expected to make a significant improvement in service life of the bearing. The new bearing cone is identifiable by the industry number stamped on the cone: M201047-S.

The crowned bearing has been made available for service in repair packages consisting of the following:

Left - P/N 3621993

Fixed retainer
Outer seal
Retainer gasket
Housing gasket
Bearing cup
Bearing cone
Bearing collar
Inner seal

Right - P/N 3621992

Adjuster and retainer assy.
Outer seal
Retainer gasket
Housing gasket
Bearing cup
Bearing cone
Bearing collar
Inner seal

With the introduction of these repair packages, the former repair packages, P/N 3420089 and P/N 3420094 (consisting of bearing cup, bearing cone, and bearing collar), will be discontinued.

The new bearing in the package represents the best bearing available for the application. The other parts included in the package are the parts that should be replaced any time the bearing is replaced. The adjuster lock was not included in the right repair package because the lock removed from the job can and should be used again.

A study of cases of repeating failures reveals the fact that some improper practices are being employed in servicing axle shaft bearings. These improper practices include the following:

1. Reuse of bent retainer.
2. Adjuster lock left off.

(Over)

November 3, 1971

No. 71-3-6

AXLE, REAR

Improved Axle
Shaft Bearing &
Repair Package

MODELS: All
Equipped with
an 8 3/4 axle

P-2911-C

This bulletin is supplied as technical information only and is not an authorization for repairs

CHRYSLER-PLYMOUTH DIVISION



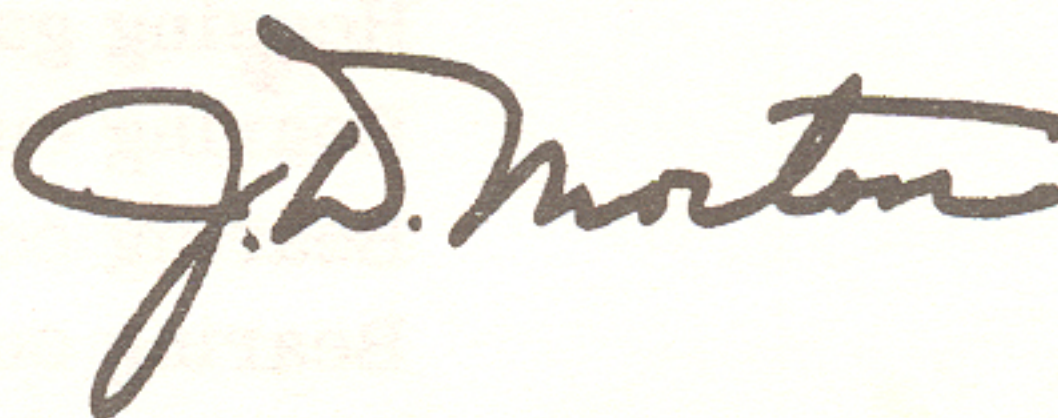
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Imperial/Chrysler/Fury/Belvedere/Valiant

3. Gaskets absent or reused.
4. Inner seal reused.
5. Axle shaft surface roughened by clamping in hard-jaw vise. (Such a shaft will cause a seal leak by cutting the seal lip when the shaft is pushed through the seal.)
6. End play improperly adjusted.
7. Removal of bearing with torch. (This is extremely bad because the applied heat reduces the strength of the axle shaft. Axle shaft failure can follow such torch work, exposing the customer to severe hazard.)

The use of these bearing service packages along with recommended service procedures will result in greater customer satisfaction.

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J. D. MORTON

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U. S. AUTOMOTIVE SALES & SERVICE