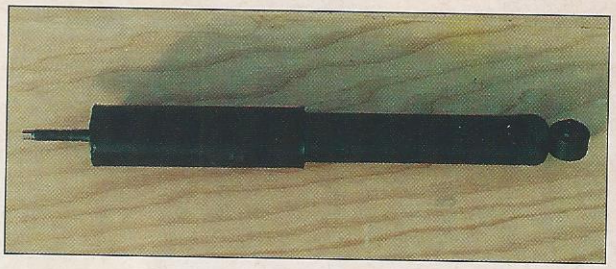
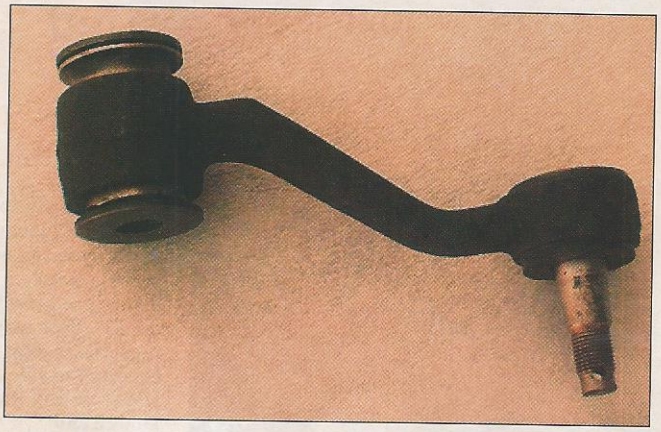
RESTO TECH

by Robert Oskiera, John Grinwald & Rich Berlisk
PHOTOGRAPHY BY JOHN GRINWALD & RICH BERLISK



There have been many things written on the subject of what is correct when restoring the undercarriage of a Dodge or Plymouth muscle car era vehicle. The fact that most people tend to forget, up until now, is the information is only good for one thing. The car that is featured. Although each car rolls off the assembly line theoretically with the same parts there are subtle differences between each, especially when it comes to date codes of the various parts.







Depending on plant and shift, year and model, these differences have been a subject for argument almost since the time we started to want to restore a car as factory correct as humanly possible. It is the difference between fact and theory.

There are three rules that needs to be followed when restoring a car involving date codes. The first is that the only things correct are those which are still original on the car that are within the framework of part one and two of this series. The second is that excess color paint dabs or marks are usually a reflection of bad quality control. It represents the factory's sins. Therefore don't put on any markings that weren't there in the first place. And third, everything else is subject to argument because of time and what previous owners might have done with the car.

In any culture, and the automotive culture is no different, deciphering what the hieroglyphics mean tells you about the structure of the society itself. The bottom line is what knowledge can I attain and benefit from, knowing what everything means. Therefore date codes our the key to the Chrysler manufacturing universe. It shows the internet substructure involved to make a finished product. The reason for all this is simply to identify vendor parts and the time frame in which it was manufactured and installed on the car in case they are defective for warranty and/or recall purposes only.

In this front suspension portion of our "How To Read Factory Date Codes" we will be discussing some identification as well as proper restoration of the related parts. As most of us know, true *NOS* suspension parts are hard to find. Therefore knowing the correct procedures and markings is the next best thing most of us can expect.

For this reason, this part of the series is structured slightly different than Part One but still provides the knowledge to properly restore and date code each suspension part as though the car just rolled off the assembly line. Interestingly enough, not all front suspension parts came with identification marks so don't despair.

Deciphering What The Hieroglyphics Mean

HOW TO READ Factory Date Codes

PART TWO: FRONT SUSPENSION