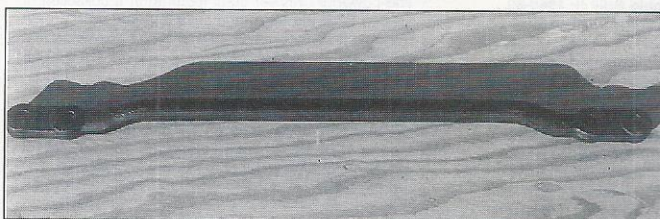


Another date code may be found, if the assembly didn't pass the manufacturer's inspection. This stamping would be located on the rear side of the lower control arm approximately 1.5" from the [arrow] pivoting anchor. If this part was repaired it would be identified with three digits .156" high. It would represent the day of the year it was repaired.

Example: 040 = 40th day of the year, starting at January 1st. This would represent February 9th.

| REPAIR DATE CODE | |
|------------------|---|
| Code | Meaning |
| 040 | 40th day of the year starting at Jan. 1st This would represent February 9th. |



The Drag or CenterLink has a natural steel finish. There are no identifiable date codes on these known. Restoration can be accomplished in the same manner as the Tie Rod ends were done. Bead blast, then a few seconds dipped in "Quick Block", blow dry and then spray with MP-50. While most Castle Nuts are bare steel looking.

The Torsion Bar adjustment bolt [not shown] can be phosphated or clear cadmium. The adjustment bolt pivot has a bare metal finish look.

According to the A.O. Smith supervisors and assembly line workers from the 1960s and 1970s, plus factory blueprints approximately 75 to 80% of Chrysler assembly line parts received the Cosmoline treatment. While Service Parts, the NOS parts you see at swap meets or still available over the parts counter, were almost always completely painted black but sometimes received a Cosmoline finish to keep them from rusting on the shelf.

For restoration of the upper and lower control arms you can go either way, Cosmoline or black paint finish, since they are both factory correct. If you choose the Cosmoline process, either acid dip or bead blast them clean. Then dip it in "Quick Block" solution for a second or two, blow dry and apply Cosmoline type application according to specifications mentioned earlier.

If you are going with the painted route, clean the upper and lower control arms the same way just described. Dip in "Quick Block" solution (so the Ball Joint end looks natural), blow dry and apply the black paint. The factory used a Satin Black finish with a 30% gloss level. Krylon #1613 Semi-Flat Black spray paint will duplicate the factory painted finish.

One tip to remember when doing either, applying the Cosmoline or paint, is that when the factory dipped these parts

FRONT SUSPENSION QUICK REFERENCE CHART

| PART | FACTORY FINISH | HOW TO DUPLICATE IT | DATE CODES |
|---|------------------------------------|---|--------------------------------|
| Shock Absorbers | Satin Black | Use Krylon #1613 Semi-Flat Black Spray Paint (30% Gloss) | None |
| Shock Washers & Retainers | Clear Cadmium | | None |
| Strut Shafts | Natural | Glass or Media Blast, then dip into Quick Block for a few seconds for a natural look and Mopar MP-50 to protect them. | None |
| Side Nut & Washer for Lower Control Arm | Phosphate Plated | Re-plate in a phosphate finish | None |
| K-member Nut/Washer | Cadmium Plated | Refinish in clear cad plate. | None |
| Idle Arm, Ball Joints & Tie Rod Ends | Natural Cast Steel Color | Follow same procedure as Strut Shafts. | None |
| Upper & Lower Control Arms | Natural Bare or Satin Black Finish | For natural look bead blast, dip into Quick Block Solution, or paint w/Krylon #1613 Semi-Flat Black (30% Gloss) | Has three different date codes |
| Centerlink | Natural | Bead Blast then dip into Quick Block, blow dry & finish with Mopar MP-50 | None ** |
| Torsion Bars | Natural Bare Metal | | None |
| Torsion Adj. Bolt | Phosphate or Clear Cad | Refinish in either phosphate or clear cadmium finish. | None |

One thing to remember, all factory finishes for the front suspension are based on Assembly Line installation. Replacement OE parts or Service Parts may differ in finish. But if you restore the front suspension under these guidelines no one will be able to argue that you are not factory correct.

(**) The Drag or Centerlink has no known identifiable date codes that are known.

Source...

Almost N.O.S.

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either finish they were hung by a hook through the ball joint hole. When you do this operation, hang them on a hook in the same manner to ensure your line of coverage (Cosmoline or paint) is parallel to the ground. This would be the best way to explain it if the parts were going through the tank.

The "Quick Block" solution application that is routinely mentioned throughout for individual front suspension parts process consists of bead blasting the part, then soak in metal prep solution for about 10 to 15 minutes - depending on how rusty the part was before blasting, and rinse off in water completely the metal prep. This neutralizes everything. Then blow dry to be completely dry and quench into Quick Block for a short time to desired color. Blow dry again completely and spray with Mopar MP-50. This will insure the longevity of the restoration without daily driving most likely longer than the factory's original finish.

You now not only will have a complete Date Coded front suspension but a properly restored one. With no controversy! cce