

SUSPENSION TROUBLE SHOOTING

CONDITION & POSSIBLE CAUSE	CONDITION & POSSIBLE CAUSE
<p>Front End Noise</p> <ul style="list-style-type: none"> ● Loose wheel lug nuts. Loose or worn wheel bearings, shock absorbers or shock mountings, strut bushings, struts or lower control arm. ● Loose steering gear-to-frame mounting bolts. ● Steering knuckle arm contacting lower control arm wheel stop. ● Worn upper control arm bushings, or lower control arm shaft bushings. ● Insufficient lubrication on ball joints. <p>Front Wheel Shake, Shimmy or Vibration</p> <ul style="list-style-type: none"> ● Loose or worn wheel bearings, tie rod ends, strut bushings, upper control arm ball joints, shock absorbers or linkage pivots. ● Tires or wheels out of balance. ● Incorrect front wheel alignment. ● Propeller shaft unbalanced. <p>Car Pulls to One Side</p> <ul style="list-style-type: none"> ● Mismatched or uneven tires. ● Broken or sagging springs. ● Loose or worn strut bushings. ● Incorrect front wheel alignment or rear axle alignment. ● Power steering gear control valve unbalanced. ● Front brakes dragging. <p>Abnormal Tire Wear</p> <ul style="list-style-type: none"> ● Unbalanced or non-rotation of tires. ● Sagging or broken springs. ● Front end alignment. ● Faulty shock absorbers. ● Overloaded car. <p>Scuffed Tires</p> <ul style="list-style-type: none"> ● Toe-in incorrect. ● Excessive speed on turns. ● Suspension arm bent or twisted. <p>Springs Bottom Or Sag</p> <ul style="list-style-type: none"> ● Automobile overloaded. ● Leaking or worn out shocks. ● Bent or broken springs. 	<p>Ride Too Soft, Too Hard or Excessive Vertical Motion of Wheels</p> <ul style="list-style-type: none"> ● Faulty or improper operation of shocks. ● Incorrect springs. <p>Car Leans or Sways on Corners</p> <ul style="list-style-type: none"> ● Loose stabilizer bar or missing link. ● Faulty shocks or shock mountings. ● Broken or sagging springs. <p>"Dog" Tracking</p> <ul style="list-style-type: none"> ● Damaged rear suspension arm or worn bushings. ● Broken leaf spring. ● Bent rear axle housing. ● Frame or underbody misalignment. <p>Spring Noises</p> <ul style="list-style-type: none"> ● Loose "U" bolts. ● Loose or worn eye bushings. ● Worn or missing interliners. <p>Broken Springs</p> <ul style="list-style-type: none"> ● Loose "U" bolts, or inoperative shock absorbers. <p>Noisy Shock Absorbers</p> <ul style="list-style-type: none"> ● Loose bolts or studs. ● Undercoating on shock absorber reservoir. ● Excessively worn bushing. ● Air trapped in system. <p>Shock Absorber Leaking Fluid</p> <ul style="list-style-type: none"> ● Worn seals, or crimp in reservoir tube. <p>Toe Not Adjustable to Specifications</p> <ul style="list-style-type: none"> ● Lower control arm bent. ● Frame bent. <p>Camber Not Adjustable to Specifications</p> <ul style="list-style-type: none"> ● Control arm bent. ● Frame bent. ● Hub and bearing assembly not properly seated on mounting surface.