

This month will be an attempt to help diagnose noises from the **rear** of the car. Drive train noises also apply to FC vehicles.

A rolling noise that does not change in pitch from acceleration to deceleration in the same speed range is usually a wheel bearing. Wheel bearings on early models usually squeak or make a cycling growl. Late bearings will squeak, make a raspy noise or howl.

A clank when starting from a stop or going into gear may be a U-joint. They can also make a clinking noise, usually at low speed. Loose axle yokes on early models and FC can make the same noise.

Howling that changes noticeably between acceleration and deceleration is either a worn out pinion gear, mismatched ring and pinion gear or very loose or worn out pinion bearings.

Thumping noises on late models can be either the top or bottom shock mount. Check for shifted lower bushings or rusted top mounting pads. The latter can be repaired.

Squeaking from one side of a late model going over bumps can be a trailing arm bushing that has popped out of its shell. The arm is rubbing on the bracket and the tire is way out of toe alignment.

A heavy thump or clunk going over a quick rise may be a separated motor mount on a 1965 model. The other models make less noticeable noises unless almost terminal. Best to check them every time you change oil filters if they are original.

A loud squawk that occurs briefly as you push in or release the clutch is a pilot bushing problem. Always replace it any time the transaxle is separated as they take a set very quickly.

A knocking noise at idle which disappears or gets quieter when depressing the clutch is a flywheel with loose rivets (all years, all models of manual transmissions).

A squeal or light rattling noise that is only noticed when holding down on the clutch pedal is a clutch release bearing.

More rear noises next month!