



Part number 81320

Upper Strut Mount Bearing Interference

Q1: After I install the 81320 mount the strut bearing is binding while turning. What could be the cause?

A1: After installation the strut mount should turn freely with only slight resistance. If you find that it is binding, check for the following:

- Make sure the spring and spring seat are in the proper location before decompressing the spring. This may cause the upper spring seat to rub against the mount and cause binding.
- It could be the strut bearing itself. Strut bearings that have a lot of mileage on them can sometimes bind up because they are taken out of their normal wear pattern. If there is any doubt replace the strut bearing.

There may be excess rubber protruding from the center of the 81320 mount that could interfere with the strut bearing. The rubber should be flush with the rest of the mount. If rubber is sticking out then trim off excess rubber with a razor blade. This will not affect the operation of the mount.

Q2: I have a control arm that is a replacement part but it is not an original equipment (OE) factory part. Will your bushings , ball joints or strut mounts fit properly?

A2: The short answer is, most likely. Although not common there can be some problems.

Specialty Products Company designs its parts to work with the components that originally came with the vehicle. In some circumstances suspension components may have been replaced with non-OE components. This may cause a problem. Although these parts will work fine in the original configuration, the sub-components of these parts may not be exactly the same size as the original. This can lead to a problem when installing Specialty Products parts such as offset bushings or ball joints.

For example, most problems will occur when a particular arm is sold by the manufacturer as an assembly and the bushings are not replaceable. Then this part was replaced for some reason or another with an aftermarket replacement part. Now there is an alignment problem and the technician goes to install a replacement offset bushing and it does not fit properly. In this instance it will be necessary to purchase an OE arm and then install the alignment part.



Q3: How do I know if I have an OE part or an aftermarket part?

A3: Unfortunately many times it is difficult to tell, there may be a part number stamped or cast into the part to help identify it. This may take quite a bit of research. A technician familiar with aftermarket parts may be able to tell by looking.

