



DE LOREAN MOTOR COMPANY

SERVICE BULLETIN

NUMBER SC-03-1/82

CATEGORY: SAFETY CAMPAIGN

ATTENTION: ALL DMC DEALERS/SERVICE MANAGERS

SUBJECT: SAFETY RECALL NOTICE SUPPLEMENT
SAFETY CAMPAIGN # RA-0001 (RECALL)
BALL JOINTS - STABILIZER BAR MOUNTINGS
V.I.N. 560 - V.I.N. 7199

Attached to this bulletin please find the required additional procedures for Safety Campaign RA-0001 as released via Campaign Bulletin SC-01-11/81 issued 11/12/81.

This supplement was prompted by pre-installation inspections conducted during the performance of this campaign revealing that some replacement nuts used on the ball joints in this safety recall campaign have been cracked. DMC has decided to replace all of this type of nut with new nuts to ensure that no problem will occur.

All customers are being renotified via the enclosed letter dated 1/21/82.

Parts Supply

A supply of parts, determined by the number of vehicles DMC shipped to you, is being supplied free of charge for arrival by January 27, 1982.

V.I.N. Listing

A listing of vehicles assigned to your dealership for repair and follow-up showing V.I.N. #, owners' names and addresses is attached.

William A. Charles
Director, Service/Parts

WAC:jh

Attachments/Enclosures

ISSUED 1/22/82



IMPORTANT

SAFETY RECALL NOTICE

TO ALL DE LOREAN OWNERS:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

De Lorean Motor Company has determined that a defect which relates to motor vehicle safety exists in the throttle linkage of 1981 De Lorean vehicles. In very cold weather, moisture may enter the throttle cable housing and freeze inside it, possibly resulting in throttle sticking. In addition, if there is insufficient slack in the throttle cable in the engine compartment, the cable may bind, preventing the throttle from closing completely to the idle position.

If moisture inside the cable housing freezes, you will notice that the throttle tends to return to the idle position more slowly than usual or remains fixed in position. This condition may occur either when the car has been left overnight or while the car is being driven in freezing weather. If you notice that the throttle returns to the idle position too slowly, or if it operates and returns normally but fails to close entirely to the idle position, stop the car or proceed with extreme caution to the nearest De Lorean dealer. If the throttle remains fixed on any position, stop the car (if necessary, turn off the ignition key but do not remove it while the car is still in motion) and notify the nearest De Lorean dealer. Failure to heed these warnings can result in vehicle crash or loss of control.

De Lorean Motor Company will correct the defect without charge by repair of the throttle linkage at any authorized De Lorean dealer. The estimated repair labor time is less than one hour. Dealers will receive necessary parts and instructions by January 27, 1982.

If you are not satisfied with the service you receive, or if you no longer own your De Lorean, please notify us immediately. Call 800-854-3088 (in California, call 800-432-2282), toll-free. If you believe that DMC or your dealer has failed or is unable to perform this work without charge or within a reasonable time, you may submit a complaint to the Administrator, National Highway Traffic Safety Administration, Washington, D. C. 20590, or you may call the toll free Auto Safety Hotline at 800-424-9393 (Washington, D.C. area residents call 426-0123).

Sincerely,

DE LOREAN MOTOR COMPANY

RA-0002
1/21/82



IMPORTANT - SAFETY RECALL NOTICE SUPPLEMENT

READ CAREFULLY

TO ALL DE LOREAN OWNERS:

In mid-November, you received a notice from De Lorean Motor Company (DMC) concerning a safety defect in the front suspension of 1981 De Lorean vehicles. DMC had determined that the nuts fastening the stabilizer bar to the lower link and the lower ball joints to the lower link might become loose, possibly resulting in detachment of the stabilizer bar or lower ball joints. Many of you have had your cars repaired by now.

In pre-installation inspections, however, DMC has recently discovered that some of the replacement nuts used on the ball joints (not on the stabilizer bar) in this safety recall campaign have been cracked. DMC has decided to replace all of this type of nut with new nuts to insure that no problems occur. There is no evidence that the nuts will crack in use. Even if the nuts were cracked at the time of installation, or if they crack in use, there is no evidence that they will detach from the ball joints or that there will be any loss of vehicle control.

De Lorean Motor Company will replace these nuts, augment supporting brackets on the stabilizer bar and inspect it without charge at any authorized De Lorean dealer. The estimated repair time is less than one hour. Contact your dealer immediately to arrange an appointment. Dealers will receive the necessary parts and instructions by January 27, 1982.

If you are not satisfied with the service you receive, or if you no longer own your De Lorean, please notify us immediately. Call 800-854-3088 (in California, call 800-432-2282), toll-free. If you believe that DMC or your dealer has failed or is unable to perform this work without charge or within a reasonable time, you may submit a complaint to the Administrator, National Highway Traffic Safety Administration, Washington, D. C. 20590, or you may call the toll free Auto Safety Hotline at 800-424-9393 (Washington, D.C. area residents call 426-0123).

Sincerely,

DE LOREAN MOTOR COMPANY

RA-0001
#81V-138
1/21/82

FRONT SUSPENSION MODIFICATION

1. Raise the car on a hoist and remove both front wheels.
2. Turn the steering wheel to the full right stop.

CAUTION: Support the lower control arms with floor stands before proceeding to Step 3.

3. Working on the left side, remove the upper and lower ball joints to steering knuckle retaining nuts and discard.
4. Install the supplied tinted blue castellated nuts (P/N SP10877) to the upper and lower ball joints. Torque to 50 NM (37 ft.lb.)
5. If the upper and lower ball joints installed on the vehicle being modified do not have holes drilled in their threaded studs perform the following:

Using the slots in the castellated nuts as a guide, drill a 1/8" hole through the ball joints' threaded studs. Remove all metal shavings.

6. Install the supplied cotter pins (P/N SP10340) 3 mm x 26 mm.
7. Repeat this procedure on the right side.
8. Allow front suspension to rest at its full travel. Remove the four (4) bolts securing both stabilizer bar mounts to the chassis extension and discard bolts and lock tabs.
9. Remove both stabilizer bar mounts and doubler plates, if the vehicle is so equipped, and discard. Retain both rubber mounts, spacer plates and lock washers for reinstallation.

NOTE: The doubler plates, if equipped, were previously installed in Campaign RA-0001.

10. Remove nuts securing the stabilizer bar to each lower control arm and discard. Remove the stabilizer bar and end washers.

continued...

11. With a micrometer, measure the outside diameter of the threaded end studs on the stabilizer bar (Figure 1). Reading must be 12.1 mm (.476 inch) maximum to 11.7 mm (.460 inch) minimum.

NOTE: If the reading is below 11.7 mm (.460 inch) replace the stabilizer bar with new unit (P/N 100233).

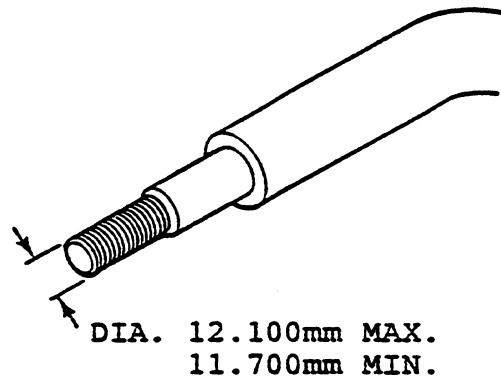


FIGURE 1

12. Clean the stabilizer bar threads.
13. Remove the side bolts securing the radiator mounting bracket to chassis extension.
14. Position the two (2) supplied strengthening brackets (P/N 111140 right and P/N 111141 - left) to the front chassis extension. The side of the brackets should be positioned under the radiator bracket side tab and loosely attached with the side bolt.

NOTE: The side tab of the lower radiator mounting bracket may be pried slightly outward to allow the strengthening bracket to be installed.

15. Carefully inspect the weld nuts located in the chassis extension to which the stabilizer mount attaching bolts affix for damaged threads.

If there is any indication of damaged threads, the threads must be replaced by the use of a Helicoil.

Install a 10 mm Helicoil (DMC P/N SP10534) as per the manufacture instructions.

NOTE: Loctite 270 must be used when installing the Helicoil and allow at least 40 minutes for the Loctite to cure.

16. Locate stabilizer bar into lower control arms and position bar to chassis extension.
17. Reinstall the stabilizer bar rubber mounts.

NOTE: The "rounded" side of the mounts should face forward.

18. Reposition the original clamp spacers and the supplied stabilizer mount clamps (P/N 108998) and secure to the chassis extension with the supplied bolt spacers (P/N 111205), the original lock washers and the supplied bolts (P/N 111204) after the bolts are coated with Loctite 242 (See Figure 2). Torque to 35 Nm (26 ft.lb.).

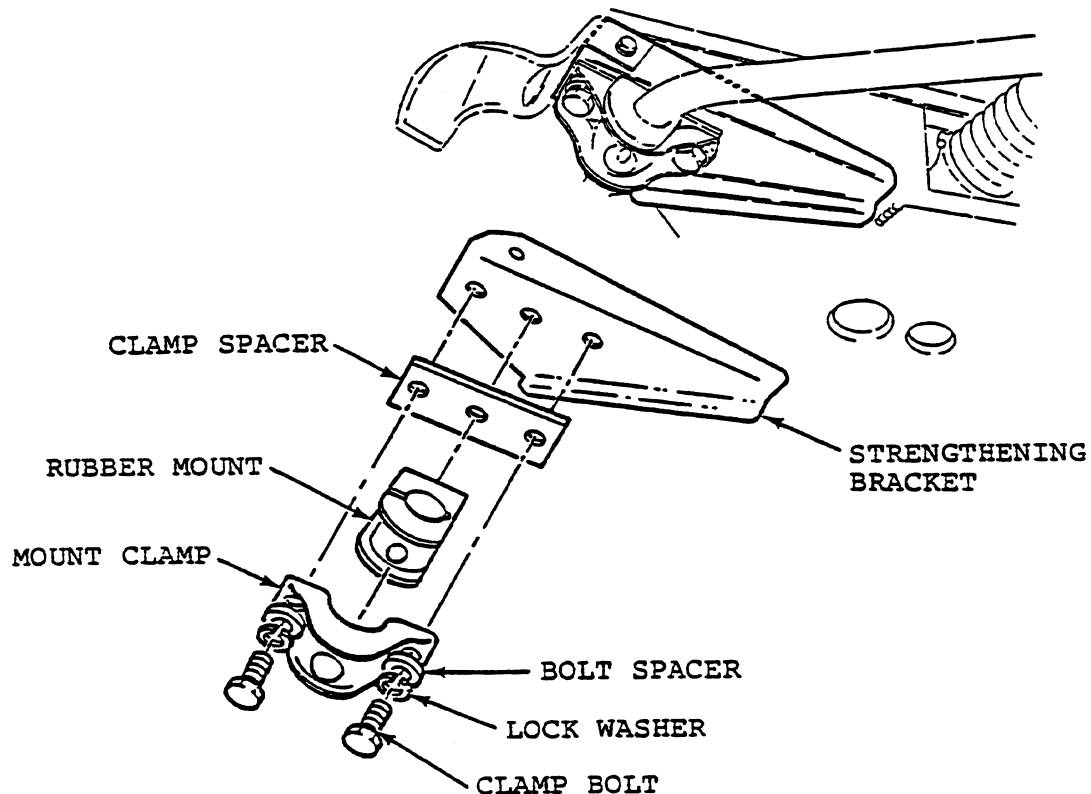


FIGURE 2

19. Reinstall stabilizer bar end washers and coat stabilizer bar end stud threads with Stud N-Bearing Mount Loctite or Stud N-Bearing Mount Permatext. Install supplied nut (thinner - P/N SP10050) and torque to 60 NM (44 ft.lb.).

20. Recoat remainder of the thread with Stud N-Bearing Mount Loctite or Stud N-Bearing Mount Permatex and install supplied nut (thicker P/N SP10330) and torque to 90 NM (68 ft.lb.). When performing this step, ensure that the thin nut installed in Step 19 does not move.
21. Color code of all areas of rework with blue paint:
 - upper and lower ball joint nuts
 - both stabilizer bar mountings
 - end stabilizer bar mountings
22. Position and secure front wheels. Torque to 80 NM (59 ft.lb.).
23. Lower car on a hoist. Raise rear sunshade louver and engine cover.
24. For identification purposes, apply a blue paint dot to the engine bulkhead approximately two (2) inches to the left of the engine cover stay base.
25. Close the engine cover and sunshade louver.

REIMBURSEMENT INFORMATION

Campaign Code RA-0001

Transaction Code 30

Labor Operation/Time Allowance

Oper. No. 00511 at 1.1 hr. (for cars not previously campaigned)

Oper. No. 00512 at 1.0 hr. (for cars having initial campaign RA-0001 performed)

PARTS REQUIRED

1 complete kit P/N 109269

Kit includes:

<u>Qty.</u>	<u>Part</u>	<u>Number</u>
4	castellated nuts	SP10877
4	cotter pins	SP10340
	strengthening brackets:	
1	right	111140
1	left	111141
	stabilizer bar end nuts:	
2	inner (thinner)	SP10050
2	outer (thicker)	SP10330
2	stabilizer bar mount clamps	108998
4	stabilizer bar clamp bolts	111204
4	stabilizer bar clamp bolt spacers	111205