6 REAR SUSPENSION UPPER ARM 
AND BUSHING ASSEMBLY 
(1585 Thunderbird) 
An improved rear suspension upper arm and bushing assembly (988-5500-A) 
is now available as a service part for the 1958 Thunderbird. 
The bushing insert is made of hardened steel to prevent its collapse and 
subsequent loosening of the attaching bolt. To prevent the bushing from coming 
out of the arm, an improved adhesive is used in bonding the rubber portion of 
the bushing to the arm. 
This improved assembly is recommended as a correction for customer complaints.

7 TAIL GATE SUPPORTS 
(1959 Station Wagons) 
A new-design tail gate support, which incorporates a clock-type spring similar to 
that used on 1958 models, has been released to correct binding or rattling. 
This design change in the tailgate support necessitated a corresponding change in 
the design of the tail gate itself. The support mounting surfaces in the new 
design tail gate were depressed to accommodate the new supports. 
Due to production scheduling, approximately 500 units were built using 
both the old design supports (without clock springs) and the old design tail 
gates (without depressed support surfaces). A number of other units were 
built with the depressions in the tail gate (new design), but with the old type 
supports. In order to use the old supports with the new tail gate, a shim 
was added in production to fill the depression until the new support was 
available. In either case, the new improved support (89AB-5944400I-A) 
should be installed when complaints of binding tail gate supports are received. 
To install the new design support on units that do not have the depression in 
the tail gate, proceed as follows: 
1. Remove the old support from one side of the tail gate. 
2. Hammer down any high spots at the depression on the body pillar to 
assure a flush fit of the tail gate support attaching bracket. 
3. Attach the new support to the tail gate and tighten the retaining screws. 
4. Place a body spoon over the attaching bracket, then strike the bracket 
with a hammer to recess the tail gate surface as much as possible. 
CAUTION: Do not marr the tail gate surface. 
5. Attach the upper end of the tail gate support to the body pillar. 
6. Carefully close the tail gate to make certain that there is adequate 
clearance between the clock spring and the support arm in the closed position. 
7. It may be necessary to add an additional recess in the tail gate surface to obtain the necessary clearance for the clock spring. 
8. Repeat the above operation to install the tail gate support at the opposite side. 
To install the new design tail gate support on these units that do have a depression in the tail gate proceed as follows: 
1. Remove the old support and the shim from the end of the tail gate. 
2. Install the new design tail gate support without the shim. 
3. Repeat this operation to install the tail gate support in the opposite side.

The suggested labor time to perform these operations is: 
Oper. SP-B-44-400-50
Tailgate Support Arm Replacements - Units not provided with a depression in the tail gate
Oper. 44-400-A
Tailgate Support Arm Replacements - Units provided with a depression in the tail gate

8 QUARTER WINDOW DAMAGE 
(1958 Custom 300 Tudor) 
On the 1958 Custom 300 tudor car, quarter 
window glass damage may be caused by the staples which retain the weatherstrip to the quarter window support plate.
To correct this condition, remove the garnish moulding and the quarter window support plate which is located on the top flange of the inner quarter panel.
Drive the staples below the surface of the weatherstrip with a drift, and install the quarter window support plate and the garnish moulding.
The suggested labor time for this modification is:
Operation SP-29276-A-50
Modification to Quarter Window Side Support - Plate to Prevent Glass Damage
One Side ..................0.3 hrs.
Both Sides ..................0.5 hrs.