

Death Wobble

After owning several pre 70 CJS and also putting up with the wobble, I found it was a combination of items:

1. Stock tie rod system can be improved to a single tie rod that connects to both knuckles and then to pitman arm.
2. New tie rod ends on everything.
3. Check shims located on the king pins for proper clearance.
- 4 Shackle bushings.
5. Wheel balance.
6. Toe in.

Good luck!

Wilys Death Wobble from the <http://www.thecj2apage.com/>

Q: Wilys Death Wobble. If I'm driving at a slow speed on a rough road, my Willys will develop a low-speed shimmy/wobble that makes it uncontrollable as the steering wheel bounces left and right. I have to stop the vehicle and it's okay when I start up again. The '48 I owned back in the '80s did the same thing. What causes this, and how can it be fixed?

A: There are several things to look at. Are your springs flat up front? How's your wheel alignment? Check the shims in the steering knuckles. Are your wheel bearings loose? Is your bell crank worn out? And yes, a steering dampener works well. Still check out other items first.

A: "Just wanted to chime in that another very common problem is king pin bearings being worn. If you remove the kingpin and look at the cup which is pressed into the axle housing you will usually notice that it is worn (known as brunelling , may not be spelled correctly). The cup should be smooth. This is very common on a vehicle that has lock out hubs. Since they are driven with the front axle disengaged and not spinning , the upper kingpin does not get properly lubricated. Another thing is to fill the knuckle after your rebuild with chassis lube instead of 90 weight. The only draw back is in really cold weather it makes the vehicle harder to steer initially. Hope this helps all that are interested."