

# Front Suspension

## 1970-73 CAPRI

Capri (1970-73)

### ADJUSTMENT

#### ► CHANGES, CAUTIONS, CORRECTIONS

► **1971-73 CAPRI — VEHICLE PULLS TO ONE SIDE** — The following procedure should be performed when this condition is encountered: Check tires and alignment for incorrect conditions and make necessary adjustments. Inspect all suspension and steering components for wear. If after the above, the pull still exists, proceed as follows: Loosen both top mount and piston rod nuts until retainer is free to turn. Set front wheels in straight-ahead position. Bounce vehicle several times to neutralize top mounts. Retighten and road test. If pull still exists, repeat procedure, setting wheels just slightly off-center, opposite pull side.

#### DESCRIPTION

Strut type suspension with strut assemblies mounted vertically between lower control arms and upper body members. Strut assemblies are mounted to lower control arms by means of ball joints. Strut assembly consists of a coil spring mounted over strut tube with a hydraulic shock absorber built into strut tube. A wheel spindle is integral with bottom of strut tube. A stabilizer bar is mounted to front chassis members and at ends to lower control arms.

#### WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications & Procedures* in *WHEEL ALIGNMENT* Section.

#### WHEEL BEARING ADJUSTMENT

See *Wheel Bearing Adjustment* in *WHEEL ALIGNMENT* Section.

#### BALL JOINT CHECKING

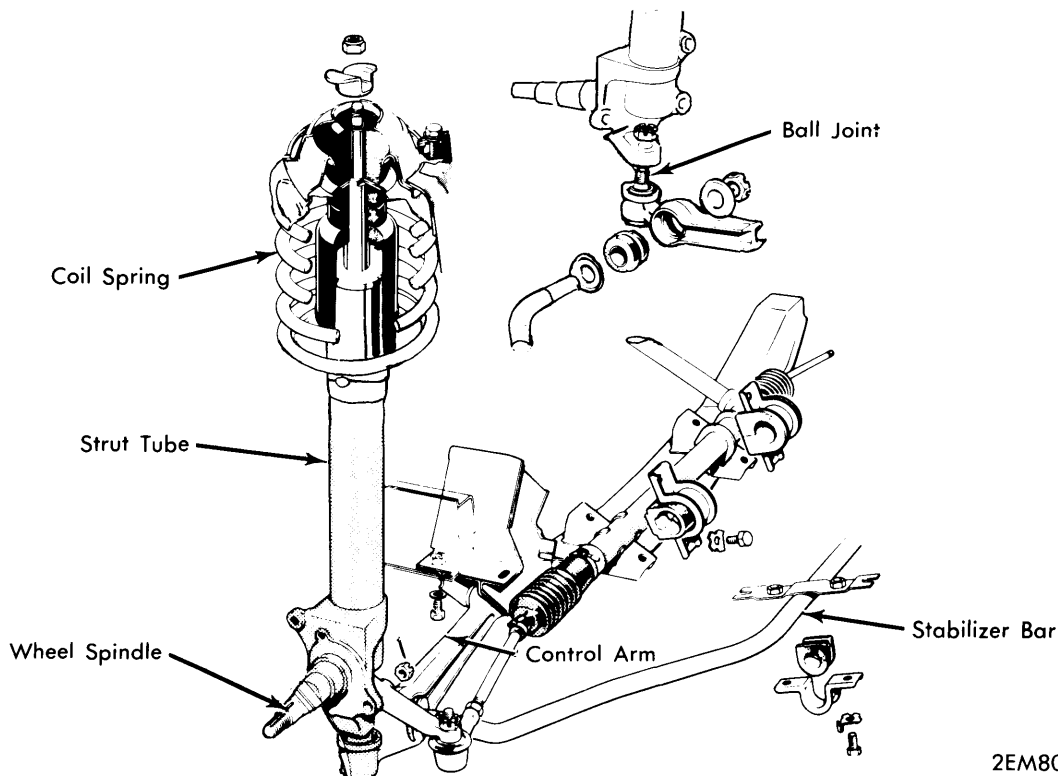
See *Ball Joint Checking* in *WHEEL ALIGNMENT* Section.

### REMOVAL & INSTALLATION

#### STABILIZER BAR

**Removal** — Raise vehicle and place safety stands under chassis members. Disconnect clamps holding stabilizer bar to chassis and remove cotter pins and nuts retaining stabilizer bar to control arms. Slide stabilizer bar forward and remove from vehicle.

**Installation** — Reverse removal procedure for installation. Tighten all bolts and nuts to specifications when weight of vehicle is on front wheels.



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#### CAPRI FRONT SUSPENSION

## 1970-73 CAPRI (Cont.)

### LOWER CONTROL ARM

**Removal** — Raise vehicle and place safety stands under chassis members. Disconnect stabilizer bar from control arm as previously outlined. Remove self-locking nut and flat washer and slide out control arm pivot bolt. Remove cotter pin and nut from ball joint stud and separate ball joint from steering knuckle. Remove control arm from vehicle.

**Installation** — Reverse removal procedure for installation. Tighten ball joint stud nut to specification with weight of vehicle off front wheels. Tighten remaining bolts and nuts to specifications with weight of vehicle on front wheels.

### STRUT ASSEMBLY

**Removal** — Raise vehicle and place safety stands under chassis members. Remove tire and wheel. Remove clips, retaining pins and shims and remove disc brake pads. Remove caliper bolts and remove caliper. Remove hub, rotor and splash shield. Disconnect brake flex line from bracket on strut tube. Place a jack under control arm and raise enough to release connecting rod from steering arm when cotter pin and nut are removed. Lower jack and remove. Remove cotter pin and nut from ball joint stud and separate ball joint from strut assembly. Remove three bolts securing strut assembly top mount to fender panel and remove strut assembly from vehicle.

**Disassembly** — Using a suitable spring compressor (T70P-5045), compress spring enough to remove piston rod nut and cranked retainer. Remove upper strut assembly mount, coil spring seat, coil spring and bumper rubber. Using a suitable wrench, remove bump stop platform and slide off O-ring. Make sure machined area of piston rod is not burred and lift piston rod up to remove gland assembly. When gland assembly is clear of strut tube slide off of piston rod. Empty fluid out of strut tube and pull piston rod, piston, cylinder and

compression valve out of strut tube. Remove piston rod from cylinder by pushing compression valve out of base of cylinder and pushing piston rod down and out of cylinder.

**Assembly** — Wash all components thoroughly and check for wear or distortion. Do not remove piston from piston rod when cleaning, they are an assembly and should be serviced as an assembly. Install piston assembly in cylinder and push compression valve in base. Carefully slide cylinder assembly into strut tube and fill with 19.9 cu. in. (326 cc) of suitable shock absorber oil. Slide gland assembly over piston rod and into strut tube until it is below edge of strut tube. Place O-ring on top of gland assembly and screw in bump stop platform to specified torque. Install bumper rubber, coil spring, spring seat and upper strut assembly mount. Compress spring and install cranked retainer and piston rod nut and tighten nut when strut assembly is installed in vehicle and weight of vehicle is on front wheels.

**Installation** — Reverse removal procedure for installation. Tighten all bolts and nuts to specifications. Bleed brakes when all operations are completed.

TIGHTENING SPECIFICATIONS	
Application	Ft. Lbs. (mkg)
Piston Rod Nut.....	⓪30 (4.1)
Strut Assembly Upper Mount .....	17 (2.4)
Ball Joint Stud Nut.....	33 (4.6)
Connecting Rod-to-Steering Arm .....	20 (2.8)
Lower Control Arm Pivot Bolt .....	25 (3.5)
Stabilizer Bar Clamps.....	17 (2.4)
Stabilizer Bar-to-Control Arm.....	⓪15-45 (2.1-6.2)
Brake Caliper Bolts.....	48 (6.6)
⓪ — Tighten with front wheels straight ahead.	