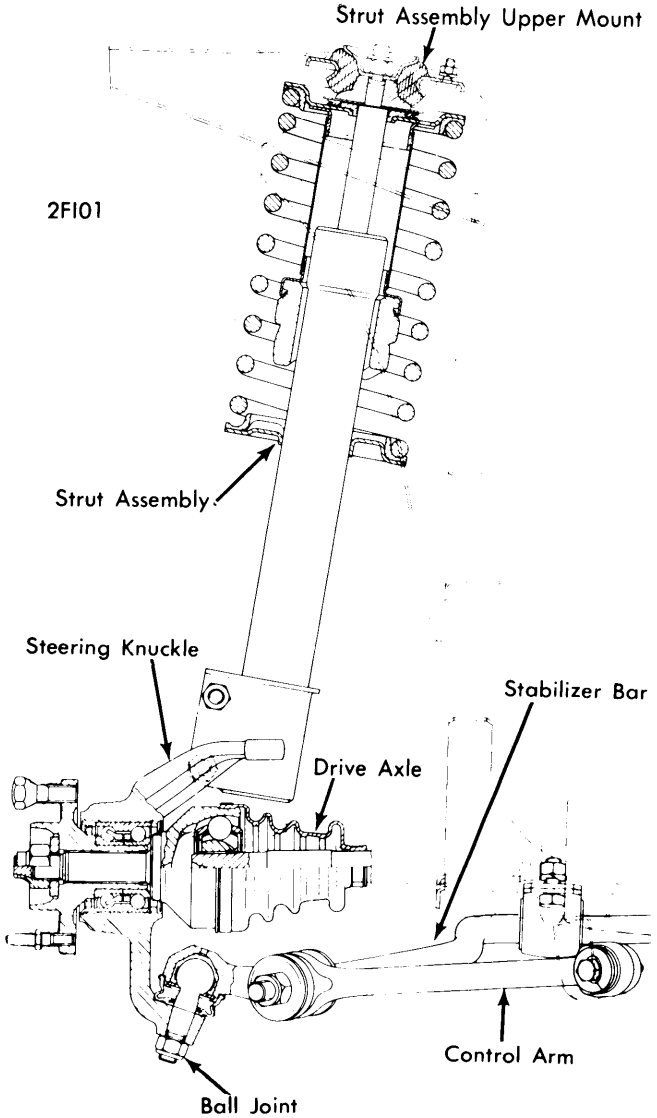
1971-73 FIAT 128

128 Models (1971-73)

DESCRIPTION

Fiat 128 is front wheel drive utilizing independent, strut type front suspension. Strut assemblies consist of double action hydraulic shock absorbers with coil springs mounted over outside. Strut assemblies are mounted to inner fender panel at top and to steering knuckle at bottom. Steering knuckles are also bearing carriers for drive axles. Steering knuckles are supported by control arms connected to steering knuckle at outside and to chassis at inside. A stabilizer bar is mounted to chassis and connected at ends to lower control arms.



FRONT SUSPENSION COMPONENTS

ADJUSTMENTS

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See Wheel Alignment Specifications and 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

COMPLETE SUSPENSION ASSEMBLY

NOTE – This procedure is for complete suspension assembly for one side.

Removal – 1) Raise front of vehicle, position on safety stands and remove front wheels. Remove disc brake caliper from mount without disconnecting brake line and secure to body to prevent damaging brake line. Remove nut from tie rod end stud and separate tie rod end from steering arm with a suitable puller (A. 47035). Remove nut from stabilizer bar end at control arm. *NOTE – When removing nut from stabilizer bar end, note number of shims between end of bar and control arm for reassembly.*

2) Remove control arm pivot bolt from chassis mount. Remove nuts securing strut assembly upper mount to inner fender panel. Remove axle nut from hub. Pull out on suspension assembly, separating axle from hub and remove suspension assembly. Secure axle to prevent pulling out of differential.

Installation – To install suspension assembly, reverse removal procedure. Make sure axle nut is tightened to specification before lowering vehicle. Tighten all remaining bolts to specifications with weight of vehicle on all four tires. Make sure correct amount of shims are installed on stabilizer to control arm mount.

STRUT ASSEMBLY

Removal – Raise vehicle, position safety stands under chassis and remove wheel. Disconnect upper strut assembly mount from inner fender panel. Remove bolts securing strut assembly to steering knuckle, pull down on steering knuckle and remove strut assembly.

Disassembly – 1) Install strut assembly in a suitable spring compressor (A. 74241) and compress coil spring. With spring compressed, remove nut from center of upper mount. Release spring compressor and remove upper mount and coil spring.

2) Inspect springs for cracks or distortion. Springs are manufactured in two classes of strengths. Springs are identified as to class by a paint mark on spring. Class A springs are marked with a yellow stripe on outside of center coils and class B springs are marked with a green stripe. If springs are replaced for any reason, replace with a spring of same class.

Reassembly – Using same spring compressor as previously outlined, reverse disassembly procedure to assemble strut assembly.

Installation – To install strut assembly, reverse removal procedure. Do not tighten strut assembly lower mount to specification until weight of vehicle is on front wheels.

CONTROL ARM, BUSHINGS & BALL JOINTS

Removal – Remove complete front suspension assembly as previously outlined. Remove ball joint stud nut and separate ball joint from steering knuckle with a suitable puller (A. 47038).

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Disassembly – Inspect ball joint for wear or excessive play. If ball joint is defective, complete control arm must be replaced. Inspect bushings for wear or damage. If defective, drill out metal sleeve from inside rubber bushings and remove bushings.

Reassembly – Position outer washer, bushing and sleeve on centering pin of a suitable bushing installation tool (A. 74221). Place control arm over bushing and install bushing and washer for opposite side. Place control arm, components and tool in a press. Position remaining tool components in sleeve and press mandrel of tool into sleeve with a pressure of at least 2200 to 2645 pounds. Sleeve will bellow out over washers, securing rubber bushings in control arm.

Installation – To install control arm, attach to steering knuckle, tighten ball joint stud nut and install suspension assembly as previously outlined.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Front Axle-to-Hub Nut	101 (14)
Control Arm Pivot Bolt	18 (2.5)
Ball Joint Nut	58 (8)
Stabilizer Bar-to-Control Arm	43 (6)
Stabilizer Bar-to-Chassis	22 (3)
Upper Strut Assembly Mount	18 (2.5)
Lower Strut Assembly Mount	43 (6)
Upper Mount-to-Strut Assembly Nut	7 (1)
Brake Caliper-to-Steering Knuckle	36 (5)