

1966-73 OPEL KADETT & GT

Kadett (1966-72)
GT (1968-73)

REMOVAL & INSTALLATION

DESCRIPTION

Independent type front suspension with a transverse leaf spring. Wheel is supported by steering knuckle mounted between upper and lower control arms by means of ball joints. All front suspension components mount to a suspension crossmember that is removable. Upper and lower control arms pivot on shafts mounted to suspension crossmember. Transverse leaf spring is mounted to crossmember and spring ends pivot at ends of lower control arms. Hydraulic shock absorbers mount between lower control arms and inner fender panels.

ADJUSTMENT

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.

FRONT SUSPENSION ASSEMBLY

Removal — Complete front suspension assembly can be removed as one unit. Set parking brake and block rear wheels. Raise vehicle by jacking up under suspension crossmember. Place safety stands under body. Support engine and transmission assembly at highest position by placing a safety stand under rear of engine. On Kadett models remove steering shaft flange bolt and mark location of shaft to flange. Remove steering shaft stop bolt and pull steering shaft out of flange. On GT models remove clamp bolts from universal joints and pull up on steering shaft to separate from lower universal joint. Disconnect brake flex hoses from brake lines. Disconnect upper shock absorber mounts at inner fender panels. On GT models remove bolts securing lower radiator mount to crossmember. Remove crossmember mounting nuts, lower jack and remove suspension assembly.

Installation — Reverse removal procedure for installation. Tighten all bolts and nuts to specifications. Bleed brake system and check front wheel alignment.

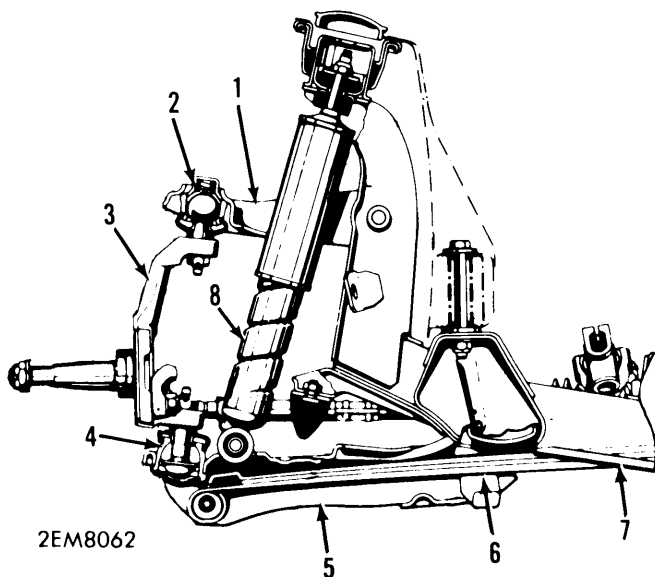
UPPER CONTROL ARM & BALL JOINT

Removal — Raise vehicle and place safety stands under frame. Remove wheel and tire. Install a suitable spring compressor and compress spring until there is a distance of 3 1/8" between spring compressor and lower spring leaf. Remove cotter pin and nut from upper ball joint stud. Using a suitable puller (J-21687) separate ball joint from steering knuckle. Ball joint can be removed now or can be removed after control arm is removed. Support steering knuckle to prevent damage to brake line. Remove nut from upper control arm pivot shaft and pull shaft out. Note size and position of inner toothed washers for installation. Remove control arm from vehicle.

Installation — Inspect all components for wear or damage. If bushings in control arm are worn, arm must be replaced as bushings are not removable. Reverse removal procedure for installation making sure toothed washers are in original position. Tighten all bolts and nuts to specifications. Check front wheel alignment.

LOWER CONTROL ARM & BALL JOINT

Removal — Raise vehicle and place safety stands under body. Remove wheel and tire. Remove cotter pin and back nut off lower ball joint stud two turns. **CAUTION** — Do not remove nut. Hit ball joint stud with a hammer to separate ball joint stud from steering knuckle. Install spring compressor and compress spring until there is a distance of 3 1/8" between compressor and lower spring leaf. Disconnect shock absorber from lower control arm and push up on bottom to end of stroke. Place a jack under spring compressor and remove nuts securing lower control arm to crossmember. Remove nut from lower ball joint stud and lower jack until control arm and spring is clear of steering knuckle and crossmember. Remove bolt securing spring to control arm and lower jack. Release spring compressor and remove control arm from vehicle. Press ball joint from arm.



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|-----------------------|----------------------------|
| 1 — Upper Control Arm | 5 — Lower Control Arm |
| 2 — Upper Ball Joint | 6 — Transverse Leaf Spring |
| 3 — Steering Knuckle | 7 — Suspension Crossmember |
| 4 — Lower Ball Joint | 8 — Shock Absorber |

OPEL KADETT & GT FRONT SUSPENSION COMPONENTS

Front Suspension

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Installation — Inspect all components for wear or damage. Install ball joint in control arm with notch toward brake drum. Place control arm on spring, install bolt and tighten to specification. Install spring compressor and raise control arm with a jack until ball joint stud can be pressed into steering knuckle using a suitable tool (J-9519-3 & J-21690). Install stud nut, tighten to specification and install new cotter pin. Install control arm to crossmember and using new nuts tighten to specification. Connect shock absorber lower mount and tighten to specification. Remove spring compressor, install wheel and tire and lower vehicle. Check wheel alignment.

STEERING KNUCKLE

Removal — Raise vehicle and place safety stands under frame. Remove wheel and tire. Remove brake system components from steering knuckle. **NOTE** — See appropriate story in BRAKE SYSTEMS Section for removal. Remove ball joint stud from steering knuckle as previously outlined and remove steering knuckle from vehicle.

Installation — Reverse removal procedure for installation. Tighten all bolts and nuts to specifications. Check wheel alignment.

SHOCK ABSORBER

Removal — Remove plastic cover from shock absorber upper mount and remove upper mounting nut. Remove bolt securing shock absorber to lower control arm, compress shock absorber and remove from vehicle.

Installation — Reverse removal procedure for installation. Tighten upper nut until distance from top of nut to top of stud is 1/2". Tighten lower mounting bolt to specification.

TRANSVERSE SPRING

Removal — Raise vehicle and place safety stands under frame. Remove both wheels and tires. Remove cotter pins from both lower ball joint studs and back off nuts two turns. **CAUTION** — Do not remove nuts. Hit ball joint stud with a hammer to separate from steering knuckle. Install a spring compressor and compress spring until there is a distance of 3 1/8" between spring compressor and lower spring leaf. Disconnect shock absorbers from both lower control arms and push up on bottom of shock absorber to end of stroke. Place a jack under spring compressor and remove bolts and nuts securing lower control arms to crossmember. Lower jack, spring compressor, spring and control arms. Remove bolts attaching spring to control arms and remove control arms and spring.

Installation — Reverse removal procedure for installation. Tighten all nuts and bolts to specifications. Check wheel alignment.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Suspension Crossmember-to-Frame	36 (5)
Steering Shaft Flange Bolt	
1966-72	20 (2.8)
1973	15 (2.1)
Universal Joint Clamp (GT Only)	
Upper	14 (2)
Lower	22 (3)
Lower Control Arm-to-Shaft	
1966-68	33 (4.6)
1969-73	40 (5.5)
Upper Control Arm-to-Steering Knuckle	29 (4)
Lower Control Arm-to-Steering Knuckle	54 (7.5)
Shock Absorber-to-Lower Control Arm	30 (4.2)
Caliper-to-Steering Knuckle	72 (10)
Transverse Spring-to-Control Arm	18 (2.5)