

CAPRI

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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.

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.

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 — To install, reverse removal procedure noting the following: Tighten all nuts and bolts when vehicle weight is on ground.

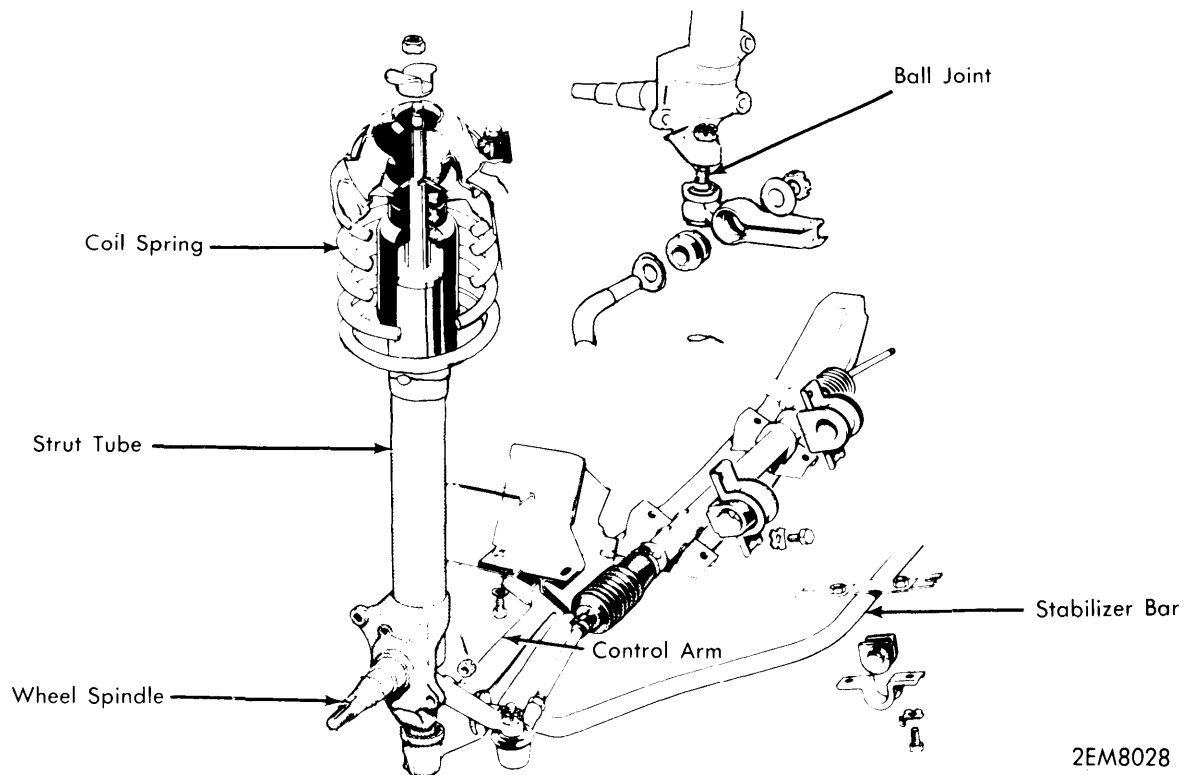
LOWER CONTROL ARM

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 — To install, reverse removal procedure noting the following: Tighten all nuts and bolts. Bleed brakes when all operations are completed.

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.



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CAPRI FRONT SUSPENSION

Front Suspension

CAPRI (Cont.)

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 to 5-10 Ft.

Lbs. Tighten to specification 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	① 28-32 (3.9-4.4)
Strut Assembly Upper Mount	15-18 (2.1-2.5)
Ball Joint Stud Nut	30-35 (4.2-4.9)
Connecting Rod-to-Steering Arm	18-22 (2.5-3.0)
Lower Control Arm Pivot Bolt	22-27 (3.0-3.7)
Stabilizer Bar Clamps	15-18 (2.1-2.5)
Stabilizer Bar-to-Control Arm Nut	① 15-45 (2.1-6.2)
Brake Caliper Bolts	45-50 (6.2-6.9)

① — Tighten with front wheels straight ahead.