

Front Suspension

VOLKSWAGEN DASHER

Dasher

DESCRIPTION

Volkswagen Dasher is front wheel drive with independent strut type front suspension. Axles are supported by lower control arms, vertically mounted strut assemblies, and a stabilizer bar. Strut assemblies consist of double action shock absorbers with coil springs mounted over the outside. The top part of strut is attached to the inner fender panel and the lower portion is attached directly to steering knuckle. Tie rods are connected to supports under coil springs. Stabilizer bar is connected to lower control arms at each end and to crossmember below engine.

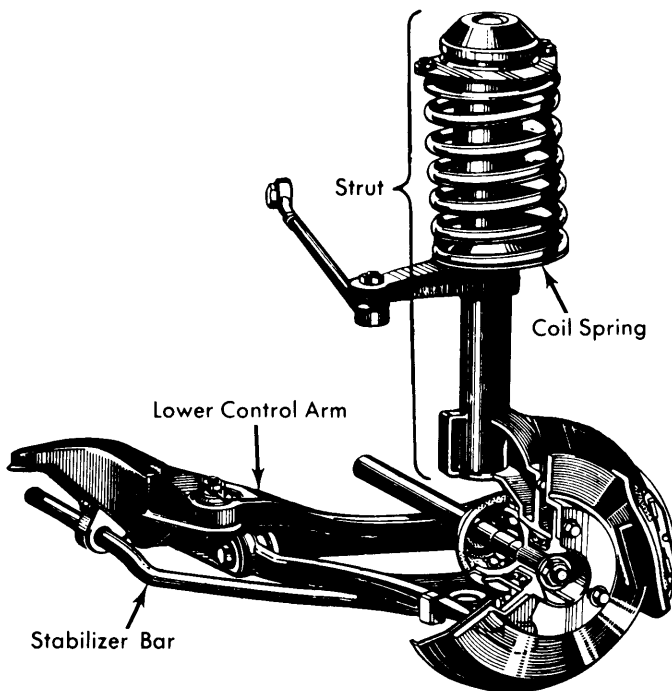


Fig. 1 Dasher Front Suspension Assembly

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

STRUT & COIL SPRING ASSEMBLY

Removal – Loosen axle nut and wheel lugs. Raise and support vehicle; remove wheel and tire. Remove brake hose clips, disconnect brake caliper and move out of way. Remove bolt securing steering knuckle to lower control arm. Using suitable tool, remove tie rod end from mount under coil spring. Disconnect stabilizer bar from lower control arm and detach lower control arm from steering knuckle. Remove nuts securing upper portion of strut assembly to mount. Remove axle nut and pull assembly off drive axle.

Disassembly – 1) Place strut in a vise and install coil spring compressor. Tighten compressor until pressure is taken off upper retainer. Remove upper collar mounting nut. Take off upper mounting hardware. Release spring compressor and remove coil spring.

2) Hold shock absorber cartridge center shaft with suitable tool. Loosen and remove threaded cap nut. If shock absorber cartridge will not easily pull front strut tube, thread a nut on center shaft and tap until corrosion breaks free.

Reassembly – To reassembly, reverse disassembly procedure and note: Coil springs with one, two or three paint strips are offered as replacement components. It is NOT necessary to replace both coil springs at one time.

Installation – To install, reverse removal procedure and note the following. When assembling ball joint to lower control arm always use a new bolt and nut. Coat threads with oil only and torque to specification.

LOWER CONTROL ARM

Removal – Remove strut and coil spring assembly. Remove bolts securing lower control arm to crossmember and remove lower control arm.

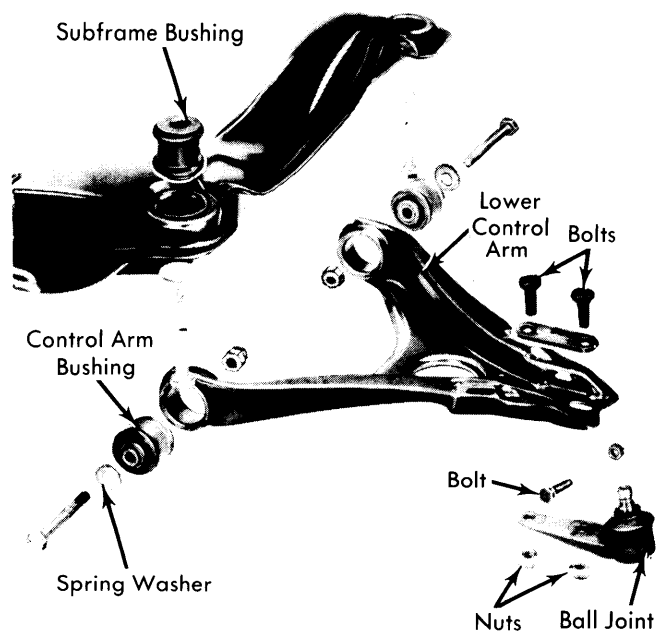


Fig. 1 Exploded View of Lower Control Arm Assembly

VOLKSWAGEN DASHER (Cont.)

Installation — To install reverse removal procedure and tighten all nuts and bolts to specification.

STABILIZER BAR

Removal — Raise vehicle and suitably support with safety stands. Remove brackets mounting stabilizer bar to lower control arm. Loosen and remove "U" brackets mounting stabilizer bar to crossmember. Maneuver stabilizer bar from vehicle. Inspect rubber bushings for damage or excessive wear and replace as necessary.

Installation — To install, reverse removal procedure.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Axle Nut	137 (19)
Lower Control Arm-to-Crossmember	33 (5)
Upper Strut Assembly-to-Body	16 (2.2)
Stabilizer Bar-to-Crossmember	7 (.9)
Lower Control Arm-to-Steering Knuckle	16 (2.2)
Piston Rod Nut	43 (6)
Brake Caliper-to-Steering Knuckle	43 (6)
Brake Disc Guard-to-Steering Knuckle	7 (.9)
Lower Control Arm	
Joint-to-Lower Control Arm	47 (7)
Stabilizer Bar-to-Lower Control Arm	7 (.9)