COURIER

Courier

DESCRIPTION

Independent type suspension, consisting of upper and lower control arms and wheel spindle mounted between upper and lower arms by means of ball joints. Upper control arm pivots on a shaft attached to frame, lower control arm pivots on a shaft mounted to crossmember. A coil spring is mounted between lower control arm and frame. Shock absorber is hydraulic double action type, mounted between lower control arm and frame inside coil spring.

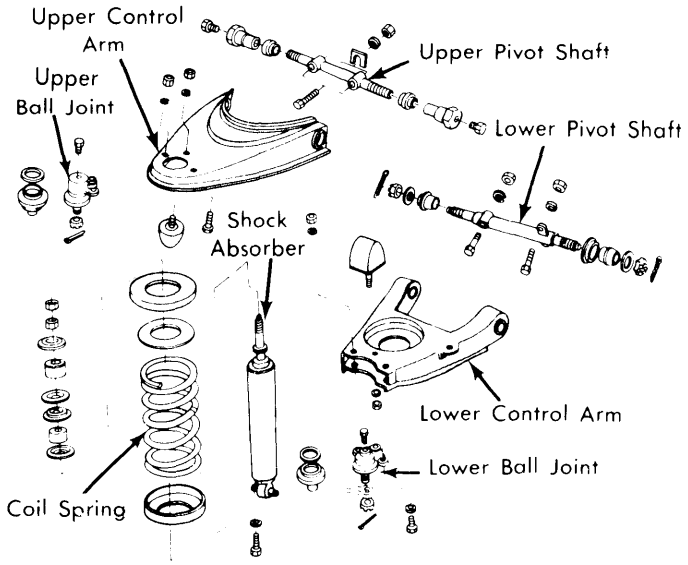

Fig. 1 Exploded View of Front Suspension Assembly

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

SHOCK ABSORBERS

Removal – Remove nut, rubber bushing and washer attaching upper end of shock absorber to crossmember. Remove lower retaining bolts holding shock absorber to lower control arm, and remove shock absorber from vehicle.

Installation – Reverse removal procedure and tighten mounting bolts to specifications.

UPPER BALL JOINT & CONTROL ARM

Removal – 1) Raise and suitably support vehicle under lower control arm. Lower vehicle until arm is off rubber bumper stop. Remove tire and wheel. Remove cotter pin and nut attaching upper ball joint to spindle.

2) Strike tapered fit with a hammer to break loose and separate ball joint from spindle. Remove three retaining nuts and bolts and remove ball joint from control arm. To remove, open hood and remove two upper arm retaining bolts, then remove control arm from vehicle.

Installation – Position ball joint in upper arm and tighten bolts to specifications. Install control arm in vehicle and tighten bolts to specifications. Install spindle on ball joint, tighten nut to specification and install cotter pin. Install tire and wheel, remove safety stands and lower vehicle. Check caster, camber and toe-in.

LOWER CONTROL ARM, BALL JOINT & COIL SPRING

Removal – 1) Raise vehicle and place safety stands under frame behind both lower control arms. Remove wheel and tire. Remove lower shock absorber bolts and collapse shock absorber up into spring. Remove retaining bolt attaching stabilizer bar to lower control arm.

2) Install a floor jack under spring area of lower arm and raise arm to relieve spring pressure. Remove cotter pin and nut attaching lower control arm to spindle, strike tapered fit with hammer and separate ball joint from spindle.

3) Remove three bolts and nuts retaining ball joint to lower control arm and remove ball joint. Release jack and lower arm enough to remove coil spring. Remove three bolts and nuts retaining lower control arm to crossmember and remove arm from vehicle.

Installation – 1) Place lower control arm in position, install three retaining bolts and nuts, DO NOT tighten. Place coil spring in position in lower arm and hold in place with a "C" clamp. Place upper end of spring in pocket in frame and raise lower control arm with a jack.

2) Position ball joint in lower arm and tighten bolts. Raise lower control arm with jack enough to install ball joint in spindle, refit nut.

3) Tighten three lower arm retaining bolts left loose. Pull shock absorber down and tighten retaining bolts. Install stabilizer bar as previously outlined. Install tire and wheel, remove safety stands and lower vehicle. Check caster, camber and toe-in.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Upper Ball Joint Stud	47(6.5)
Lower Ball Joint Stud	65(9.0)
Ball Joint-to-Upper Arm	17(2.4)
Ball Joint-to-Lower Arm	65(9.0)
Shock Absorber	
Lower Mount	14.5(2.0)
Upper Mount	①
Control Arm-to-Frame	
Lower	62(8.6)
Upper	69(9.5)
Lower Arm Shaft-to-Lower Arm	61.5(8.5)
Bumper-to-Lower Arm	65(9.0)
Bumper-to-Upper Arm	17(2.4)

① – Distance from top of lock nut to top of shock absorber stud should be .256" (6.5 mm).