

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. 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.

Disassembly — Using a suitable spring compressor (T70P-5045), compress spring enough to remove piston rod nut. **NOTE** — Force nut collar out of keyway by using a small punch. Remove cranked retainer. Remove top mount, then lift off spring upper seat, suspension spring, and rubber bumper. Use a suitable wrench to remove the shock cartridge.

Reassembly — Install shock cartridge into top of outer casing, then tighten to specifications using a suitable wrench. Install coil spring, rubber bumper, plug, and spring upper seat. Assemble top mount and cranked retainer, then install collared piston rod nut. Tighten nut to 5-10 ft. lbs. (.7-1.4 mkg) but do not bend collar. Remove coil spring retainers from front spring.

Installation — Reverse removal procedure for installation while noting the following: Tighten piston rod nut when unit is installed in vehicle and weight of vehicle is on front wheels, then force collar into keyway with a small punch. Bleed brakes when all operations are completed.

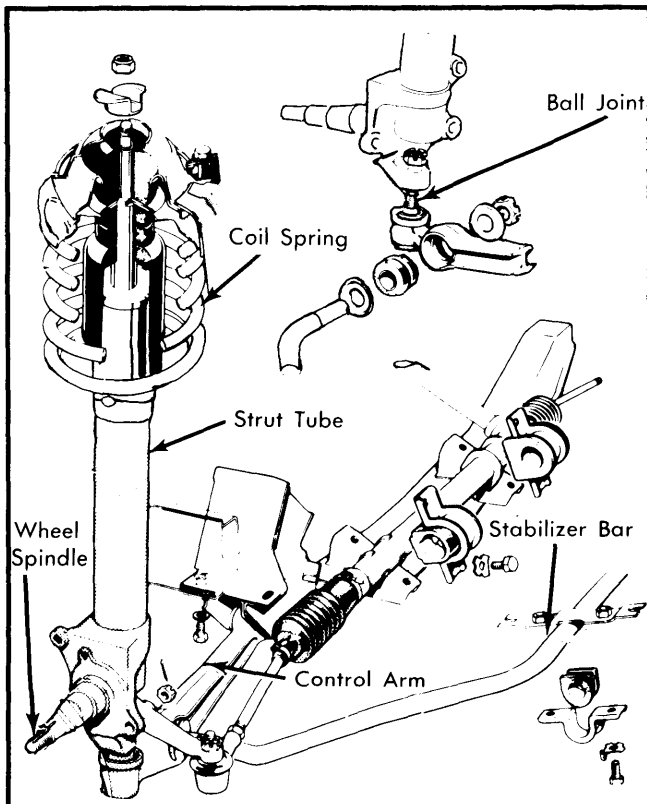


Fig. 1 Front Suspension Assembly with Detail of Lower Ball Joint

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Piston Rod Nut	ⓐ 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	ⓐ 15-45 (2.1-6.2)
Brake Caliper Bolts	45-50 (6.2-6.9)

ⓐ — Tighten with front wheels straight ahead.