COURIER

Pickup

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 inside coil spring.

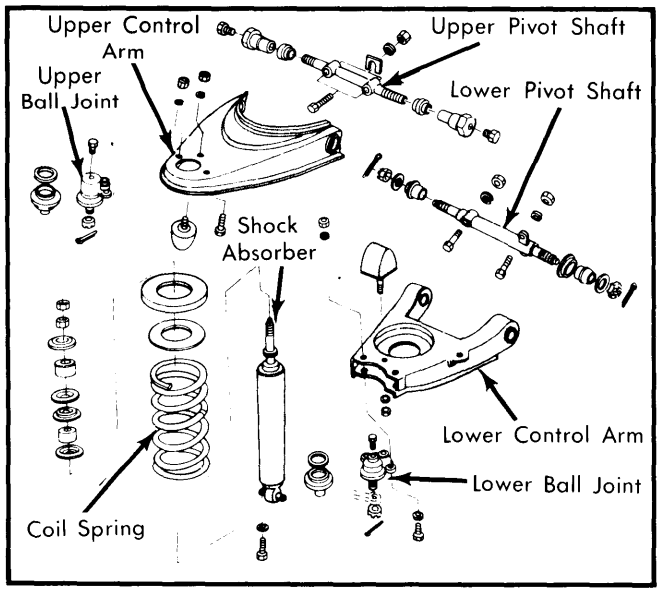

Fig. 1 Exploded View of Front Suspension Assembly

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See Wheel Alignment Specifications and Procedures in WHEEL ALIGNMENT Section.

WHEEL BEARING ADJUSTMENT

All Models — While rotating wheel, hub and drum assembly, tighten adjusting nut to 17-25 ft. lbs. (23-34 N•m). Back adjusting nut off 1/4 turn and install retainer with new cotter pin. Check wheel rotation. If rough or noisy, inspect, clean or replace wheel bearings.

BALL JOINT CHECKING

Check working surfaces of ball joints and studs for wear or damage. End play should not exceed .031" (.8 mm). If end play is excessive, replace ball joint.

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. Remove shock absorber from vehicle.

Installation – To install, reverse removal procedure and tighten mounting bolts to specifications.

WHEEL BEARINGS

Removal — 1) Raise vehicle and remove wheel and tire. Remove grease cap, cotter pin, nut lock, adjusting nut and flat washer from spindle. Remove outer bearings.

2) Remove brake caliper and wire out of way. Pull hub and disc assembly from spindle. Remove and discard old grease seal. Remove inner bearings. Clean old grease from inner race, outer race and inside of hub with solvent.

3) Pull out races with tool or drive out with hammer and drift. Clean inside of hub and wheel spindle thoroughly with clean solvent to remove all old grease.

Installation — 1) Install new bearing races with tool (T56P-1217-A) or drift making sure that races are seated properly. Pack inside of hub with grease until flush with inside diameter of bearing races.

2) Pack wheel bearings with new grease and install inner bearing in hub. Coat new oil seal lightly with grease and install. Reverse removal procedures to complete installation. Adjust wheel bearings.

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) Tap with a hammer to break ball joint loose and separate it from spindle. Remove 3 retaining nuts and bolts and remove ball joint from control arm. Open hood and remove 2 upper arm retaining bolts. Remove control arm from vehicle.

Installation – Position ball joint in upper arm and tighten bolts. Install control arm in vehicle and tighten bolts. Install spindle on ball joint, tighten nut and install cotter pin. Install tire and wheel, remove safety stands and lower vehicle. Check wheel alignment.

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

COURIER (Cont.)

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. (N•m)
Upper Ball Joint Stud	47 (64)
Lower Ball Joint Stud	65 (88)
Ball Joint-to-Upper Arm	17 (23)
Ball Joint-to-Lower Arm	65 (88)
Shock Absorber	
Lower Mount	15 (20)
Upper Mount	①
Control Arm-to-Frame	
Lower	62 (84)
Upper	69 (94)
Lower Arm Shaft-to-Lower Arm	62 (84)
Bumper-to-Lower Arm	65 (88)
Bumper-to-Upper Arm	17 (23)

① — Distance from top of lock nut to top of shock absorber stud should be .26" (6.5 mm)