

FIAT STRADA

DESCRIPTION

Suspension is independent, strut type. Consists of double-action shock absorbers with surrounding coil springs. Strut assemblies are mounted to inner fender panel at top and to steering knuckle at bottom. Steering knuckle is also bearing carrier for drive axles. Lower control arm is connected to knuckle by ball joint. On models with manual transmission, a reaction strut is connected to chassis and lower control arm. On models with automatic transmission, a stabilizer bar is used in place of reaction struts.

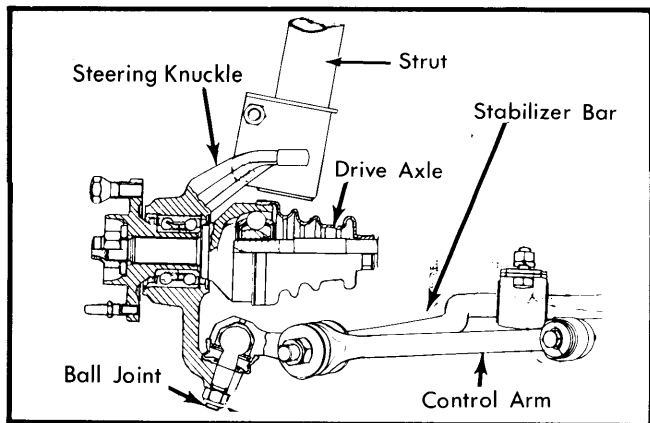


Fig. 1 Strada Front Suspension (Auto. Trans. Model Shown)

ADJUSTMENTS

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications and Procedures* in **WHEEL ALIGNMENT** section.

WHEEL BEARING ADJUSTMENT

While rotating hub to seat bearing, tighten spindle nut to 159 ft. lbs. (216 N•m). Stake collar of spindle nut to spindle.

BALL JOINT CHECKING

Raise and support vehicle on drive-on type hoist. Using a jack, raise lower control arm. Insert ball joint gauge (A.96505) over ball joint. Lower edge of gauge must not touch threaded portion of bolt. If ball joint does not meet with this specification, replace control arm (includes integral ball joint).

REMOVAL & INSTALLATION

STRUT ASSEMBLY

Removal — Raise and support front of vehicle. Detach upper strut mount from fender panel. Remove bolts holding strut to steering knuckle. Pull knuckle down to separate and remove strut assembly.

Disassembly and Reassembly — Install spring compressor and compress spring enough to remove upper strut nut. Slowly release spring, remove strut assembly from compressor and separate all strut components. Inspect spring for cracks or other flaws and replace (in matched sets only) if needed. Reverse disassembly procedures to assemble.

NOTE — If replacing coil springs, be sure same color-coded class of spring is installed (different colors show different weights).

Installation — To install, reverse removal procedure, tightening nuts to specifications. Be sure lower mount nuts are tightened after vehicle is at curb weight.

WHEEL BEARINGS

Removal — 1) Remove hub, rotor and knuckle as an assembly from vehicle as outlined in Suspension Removal. It is not necessary to remove control arm or tie rod from vehicle. Remove retaining bolts (2), and separate rotor and plate from steering knuckle. Press hub (with outer bearing half) from knuckle.

2) Remove inner race from hub shaft. Pry out cap and retaining ring and press bearing from knuckle.

NOTE — Bearing and seal, once removed, must be replaced with new parts.

Installation — Install retaining ring and press new bearing into knuckle. Support bearing from opposite side and press in hub. Reverse removal procedures to complete installation.

CONTROL ARM, BUSHINGS & BALL JOINTS

Removal — Remove complete suspension assembly as outlined. Remove ball joint stud nut and separate from steering knuckle.

Disassembly — To replace control arm bushings, drill out metal sleeve from inside rubber bushings and remove bushings. If ball joint is defective, replace entire control arm assembly.

Reassembly — Place outer washer, bushing and sleeve on centering pin of suitable bushing installation tool. Place control arm over bushing. Position inner bushing and washer on control arm. Place this assembly in a vise and press into place. Sleeve will bellow out over washers, securing bushings in control arm.

Installation — To install, reverse removal procedure.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (N•m)
Front Axle-to-Hub Nut	159 (216)
Control Arm Pivot Bolt	29 (39)
Stabilizer Bar-to-Control Arm	51 (69)
Stabilizer Bar-to-Chassis.....	36 (49)
Ball Joint Nut	40 (54)
Strut Assembly Mount	
Upper	25 (34)
Lower	43 (59)