

Front Suspension

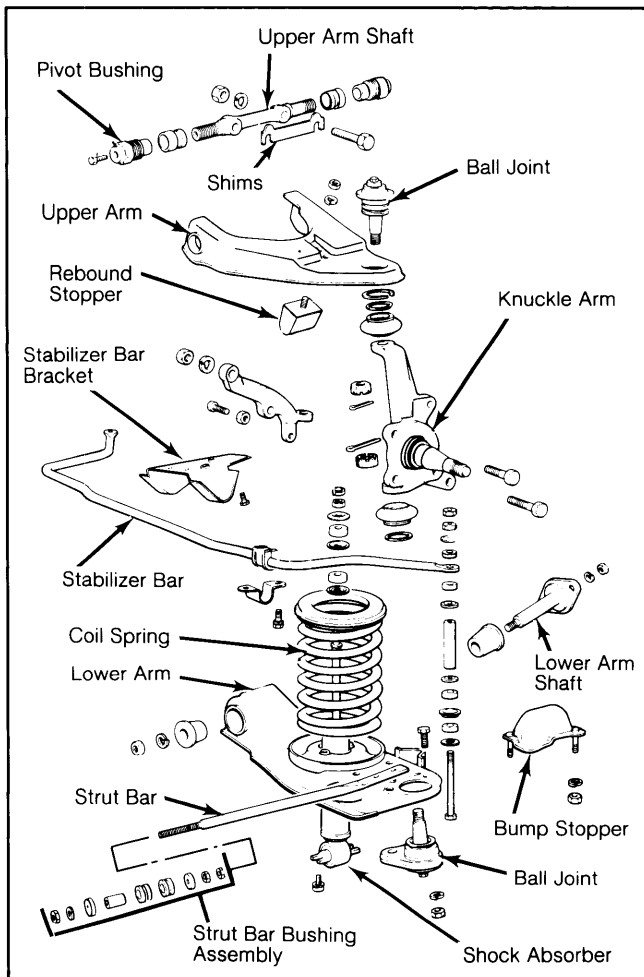
CHRYSLER CORP. IMPORTS — PICKUPS

DESCRIPTION

Pickups have independent front suspension with coil springs. Wheel is supported by steering knuckle, mounted between upper and lower control arms, using ball joints. Upper and lower control arms pivot on shafts connected to crossmember.

Coil spring ends fit into pockets formed in crossmember and lower control arm. Shock absorber mounts inside coil spring, between crossmember and lower control arm. A stabilizer bar and 2 strut bars mount to frame and connect to ends of lower control arms.

Fig. 1: Exploded View of Front Suspension Assembly



ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

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

WHEEL BEARING

Tighten adjusting nut to 22 ft. lbs. (30 N.m) to seat bearings. Loosen nut, and tighten to 6 ft. lbs. (8 N.m). Install cotter pin, but do not loosen nut more than 30° to

accommodate cotter pin. If holes cannot be aligned within 30°, repeat procedure.

BALL JOINT CHECKING

1) With components removed from vehicle, check upper ball joint for starting torque and lower ball joint for axial play.

2) Upper ball joint starting torque should be 1-2.5 ft. lbs. (1-3.5 N.m). Lower ball joint axial play should be .02" (.5 mm). If not within specifications, replace worn ball joint.

REMOVAL & INSTALLATION

WHEEL BEARING

Removal

1) Raise and support vehicle on safety stands. Remove wheel assembly. Remove caliper assembly, and support out of the way. Remove rotor with hub.

2) Remove bearings, and clean grease from hub. With a drift, drive out bearing races. Oil seal will be removed with inner race.

Installation

1) Coat bearing race outer surface evenly with bearing grease. Drive race into place. Pack bearings, fill oil seal, and drive oil seal into place.

2) Be careful not to deform seal. Fill bearing dust cap with grease, and install. Reverse removal procedure to complete installation.

BALL JOINTS & STEERING KNUCKLE

Removal

1) With wheel assembly, caliper, hub, and shock absorber removed. Disconnect stabilizer and strut bars from lower arm. Use spring compressor to compress front spring.

2) Remove cotter pin and nut from upper and lower ball joint studs. Using ball joint removal tool (C-3564-A), loosen connection between ball joint and knuckle. While applying pressure, tap knuckle with soft mallet.

3) Loosen spring compressor, remove front spring, and disconnect knuckle from ball joint. Withdraw lower arm shaft, and remove lower arm. Remove bolt connecting upper arm shaft to crossmember. Remove upper arm as an assembly.

NOTE: Note position, and retain camber adjusting shims for reassembly.

4) Remove rebound stop. Remove ring and dust cover from upper ball joint. Remove upper ball joint, using removal tools (MB990799 and MB990800).

Installation

To install, reverse removal procedures.

LOWER CONTROL ARM & COIL SPRING

Removal

1) Raise and support front of vehicle. Loosen nuts at forward end of strut bar. Disconnect stabilizer bar and strut bar from control arm. Remove shock absorber. Remove coil spring.

2) Remove cotter pin and nut from lower arm ball joint stud. Disconnect lower ball joint from knuckle. Loosen coil spring compressor, and remove coil spring.

Front Suspension

CHRYSLER CORP. IMPORTS — PICKUPS (Cont.)

Remove lower arm pivot shaft, and remove lower control arm.

Inspection

Inspect arm, bushings, and ball joint for wear or damage. Replace defective parts as necessary.

Installation

1) To install, reverse removal procedures noting the following. Install pivot shaft to crossmember. Tighten bolts, leaving shaft nut loose. Tighten shaft nut to specifications after vehicle has been lowered to floor.

2) The distance from forward end of strut bar to face of the rear adjusting nut is 3.9" (100 mm).

UPPER CONTROL ARM

Removal

1) Raise and support front of vehicle. Remove wheel assembly. Remove shock absorber. Remove coil spring. Remove cotter pin and nut from upper ball joint. Disconnect ball joint from knuckle.

2) Remove bolts attaching upper control arm shaft to crossmember. Remove upper control arm as an assembly.

Inspection

Inspect arm, bushings, and ball joint for wear or damage. Replace parts as necessary.

Installation

To install, reverse removal procedure, noting the following. Reinstall camber shims in original location, between upper arm shaft and crossmember. Check wheel alignment.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (N.m)
Shock Absorber-to-Lower Arm	6-9 (8-12)
Shock Absorber-to-Crossmember	9-13 (12-18)
Lower Arm Shaft Nut	40-54 (54-73)
Strut Bar Lock Nut	51-61 (69-83)
Ball Joint-to-Lower Arm	22-30 (30-41)
Upper Ball Joint-to-Knuckle	43-65 (59-88)
Lower Ball Joint-to-Knuckle	87-130 (118-177)
Upper Arm Pivot Bushing	181-253 (246-344)
Upper Arm Shaft-to-Crossmember	72-87 (100-118)
Strut Bar-to-Lower Arm	51-61 (69-83)