

# Rear Suspension

## RENAULT LE CAR

### DESCRIPTION

Le Car rear suspension system is torsion bar type with trailing arms. Trailing arms are mounted off chassis and have torsion bars connected to inboard edge.

### ADJUSTMENT

#### WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

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

#### WHEEL BEARING

Tighten stub axle nut to 25 ft. lbs. (34 N.m) while rotating drum. Loosen stub axle nut 1/4 turn. Attach dial indicator to brake drum with indicator tip on stub axle shaft. End play should be .0004-.002" (.01-.05 mm). Adjust end play by turning stub axle nut.

### REMOVAL & INSTALLATION

#### WHEEL BEARING

##### Removal

1) Raise vehicle and support with safety stands. Remove wheel assembly. Remove brake drum and retain outer bearing. Remove oil seal and races.

2) Using bearing puller/installer (Rou. 370-02), assemble locating sleeve onto stub axle. Assemble half shells in position. The thinner end fits around the washer. Support complete assembly with sleeve.

3) Attach protective tool (Rou. 15-01) to stub axle. Remove bearing assembly using puller tool (B. Vi. 28-01). Check stub axle for wear and/or seizure.

##### Installation

1) Use bearing and sleeve from tool (Rou. 370-02) to perform installation. Using mandrel install bearing track races. Use a 1 13/16" (46 mm) diameter for the outer bearing and 2" (51 mm) for the inner bearing.

2) Install seal using a 2 1/4" (58 mm) diameter mandrel. Coat inside of hub with bearing grease and slide hub onto axle. Replace outer bearing, thrust washer and nut. To complete installation, reverse removal procedures.

#### TRAILING ARM

##### Removal

1) Raise vehicle and support with safety stands. Disconnect and remove sway bar. Remove shock absorber. Disconnect brake lines and plug openings.

2) Put torsion bar adjusting cams in zero position. Remove bars from both sides. Remove retaining bolts and slide complete arm assembly from vehicle.

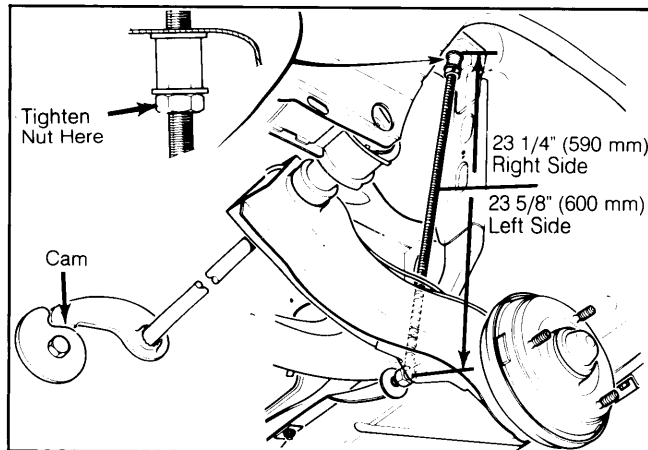
##### Inspection

Check all bushings and spacers for obvious signs of wear or damage. Use puller and/or mandrel with press, to replace bushings.

##### Installation

To install, reverse removal procedures. Bleed brake system. Recheck brake pressure equalizer. Check wheel alignment.

Fig. 1: Trailing Arm and Torsion Bar Assembly



Fabricated tool is constructed by using all thread and welding nuts together.

#### TORSION BAR

##### Removal

1) Raise vehicle and support with safety stands. Loosen lock nut on cam and adjust until cam is zeroed. Remove shock absorber.

2) Fit fabricated tool where shock absorber has been removed. See Fig. 1. Tighten nut until adjuster lever is raised from cam. Remove torsion bar.

**NOTE:** Before installing torsion bar, adjust nut on fabricated tool to 23 1/4" (590 mm), right side and/or 23 5/8" (600 mm), left side. This will allow torsion bar to be inserted.

##### Installation

1) Put adjuster lever so it touches cam. Lightly coat torsion bar splines with grease, insert into lever and arm.

2) Tighten cam lock nut. Take off tool. Install shock absorber. Lower vehicle. Measure under body riding height. See *Riding Height* in **WHEEL ALIGNMENT** section.

#### SHOCK ABSORBER

##### Removal

Work from inside trunk and remove upper retaining nuts. Raise vehicle and support with safety stands. Remove lower retaining nut and take off shock absorber.

##### Installation

To install, reverse removal procedure. Make sure upper mounting is attached first.

#### TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (N.m)
Trailing Arm Bolts	
Outer .....	30 (41)
Inner .....	55 (75)
Shock Absorber Nuts .....	60 (82)