

1965-74 GENERAL MOTORS COIL SPRING TYPE

Chevrolet (1965-74)
GMC (1965-74)

NOTE — Some models use other units. See General Motors Leaf Spring Type in this Section.

DESCRIPTION

Independent type front suspension consisting of upper and lower control arms with steering knuckle mounted between by means of ball joints. Upper and lower control arms are mounted to crossmember by means of pivot shafts, through either rubber or threaded steel bushings. Coil springs are mounted between lower control arm and a formed seat in suspension crossmember. Hydraulic shock absorbers are mounted between lower control arm and frame at rear of suspension. A stabilizer bar is transversely mounted to frame side rails and is connected at ends to lower control arms by link units.

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

SHOCK ABSORBERS

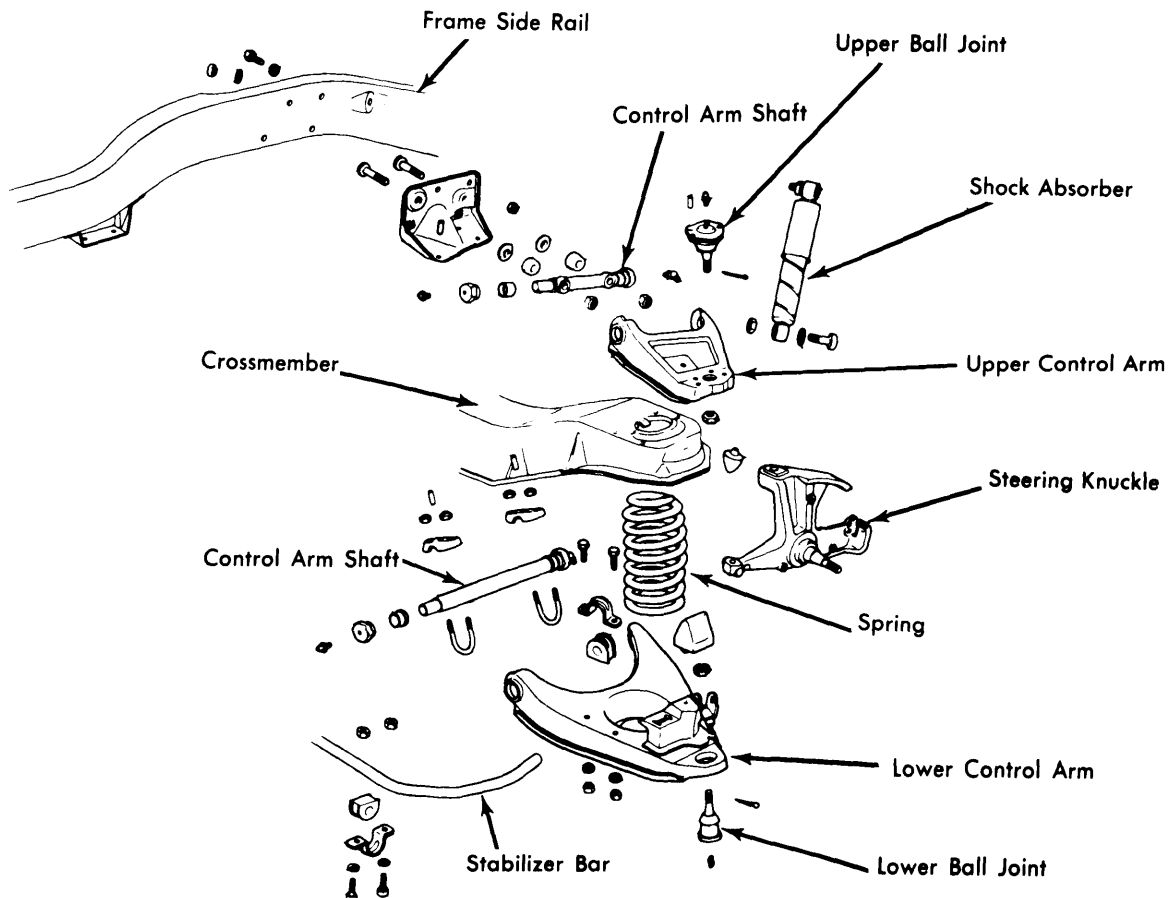
Removal — Remove nuts and eye bolts securing upper and lower ends of shock absorber, and remove shock absorber from vehicle.

Installation — Position shock absorber over mounting bolts or into mounting brackets and install eye bolts. Tighten all bolts and nuts.

STABILIZER BAR

Removal — Raise vehicle, and remove nuts and bolts attaching stabilizer bar brackets to frame. Remove link bolts and bushings at lower control arm and remove stabilizer bar from vehicle.

Installation — Position stabilizer bar on frame and loosely install frame bushings and brackets. Install link units at lower control arms, and tighten all nuts and bolts. Lower vehicle.



FRONT SUSPENSION ASSEMBLY

Front Suspension

1965-74 GENERAL MOTORS COIL SPRING TYPE (Cont.)

COIL SPRINGS

Removal (1965-67) — Raise vehicle and support under frame so that control arms hang free. Disconnect shock absorber and stabilizer bar at lower control arm. Remove lower ball joint cotter pin and LOOSEN nut. Tap on steering knuckle boss to loosen ball joint, then install suitable spring compressing tool. Compress spring enough to clear spring tower, then remove lower ball joint nut and disconnect lower ball joint from steering knuckle. Swing lower control arm out of the way and remove spring from vehicle.

Removal (1968-74) — Raise vehicle and support under frame so that control arms hang free. Disconnect shock absorber and stabilizer bar at lower control arm. Install suitable support tool (J-23038) onto jack and position tool under lower control arm shaft so that shaft seats in grooves of tool. Install a safety chain through lower control arm and spring. Raise jack to relieve tension on lower control arm shaft and remove control arm shaft mounting bolts. Carefully lower jack until all tension is released from spring, and remove spring from vehicle.



REMOVING COIL SPRING (1968-74)

Installation (All Models) — To install coil spring, reverse removal procedure and tighten all nuts and bolts.

STEERING KNUCKLE

Removal — Raise vehicle and support front of vehicle on safety stands positioned under lower control arms. Remove wheel, then remove hub and drum (hub, disc rotor, and caliper on vehicle equipped with disc brakes). Remove tie rod from steering knuckle. See *Steering Linkage* in **STEERING** Section. Remove upper and lower ball joint cotter pins and LOOSEN nuts. Using suitable tool (J-23742), free steering knuckle from ball joints. Remove ball joint nuts and remove steering knuckle from vehicle.

Installation — Clean all parts thoroughly, and inspect for damage. To install, reverse removal procedure and tighten all nuts and bolts. **CAUTION** — When installing ball joint nuts, do not loosen nut to install cotter pin. If necessary, tighten one extra notch.

UPPER BALL JOINT

Removal — Raise vehicle and support front of vehicle on safety stands positioned under lower control arms. Remove cotter pin from upper ball joint and LOOSEN nut. Using suitable tool (J-23742), loosen ball joint in steering knuckle.

Remove tool, and ball joint nut. Remove rivets attaching ball joint to control arm, and remove ball joint assembly.

Installation — To install, reverse removal procedure. Use nuts and bolts in place of rivets to attach ball joint to control arm.



REMOVING BALL JOINTS 4CH03

LOWER BALL JOINT

Removal — Raise vehicle and support front of vehicle on safety stands positioned under lower control arms. Remove cotter pin from lower ball joint and LOOSEN nut. Using suitable tool (J-23742), loosen ball joint in steering knuckle. Remove tool and ball joint nut, then swing knuckle assembly up off ball joint and support upper control arm out of the way. Press lower ball joint out of seat in lower control arm and remove from vehicle.

Installation — To install lower ball joint, reverse removal procedure.

UPPER CONTROL ARM

Removal — Raise vehicle and support front of vehicle on safety stands positioned under lower control arm. Remove cotter pin from upper ball joint and LOOSEN nut. Using suitable tool (J-23742), loosen ball joint in steering knuckle. Remove tool and ball joint nut, then raise control arm to clear steering knuckle. Remove nuts and bolts attaching control arm shaft to frame member, and remove control arm from vehicle.

Installation — To install, reverse removal procedure and check wheel alignment. See **WHEEL ALIGNMENT** Section

LOWER CONTROL ARM

Removal (1965-67) — Raise vehicle and place safety stands under frame side rails. Remove coil spring. See *Coil Spring Removal*. Remove control arm-to-frame attaching bolts, and remove control arm from vehicle.

Removal (1968-74) — Raise vehicle and place safety stands under frame side rails. Remove coil springs. See *Coil Spring Removal*. Remove cotter pin from lower ball joint and LOOSEN nut. Using suitable tool (J-23742), loosen ball joint in steering knuckle. Remove tool and nut from lower ball joint, and carefully remove lower control arm from vehicle.

Installation — To install, reverse removal procedure, tighten all nuts and bolts, and check wheel alignment. See **WHEEL ALIGNMENT** Section.

Front Suspension

1965-74 GENERAL MOTORS COIL SPRING TYPE (Cont.)

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Lower Control Arm-to-Frame	
All 10, 1000, 1500, & G20, 2500 Models.....	45
All Others	85
Upper Control Arm-to-Frame	
All 10, 1000, 1500, & G20, 2500 Models.....	70
All Others	105
Control Arm Rubber Bushings.....	140
Upper Control Arm Steel Bushings	
G20, 2500	
W/Spacer.....	160
W/O Spacer	95
All Others	
W/Spacer.....	190
W/O Spacer	115
Lower Control Arm Steel Bushings	
W/Spacer.....	280
W/O Spacer	130
Upper Ball Joint Nut	
All 10, 1000, 1500, & G20, 2500 Models.....	50
All Others	90
Lower Ball Joint Nut	90
Stabilizer Bar-to-Control Arm.....	25
Stabilizer Bar-to-Frame.....	25
Upper Shock Absorber Nut	
All 10, 1000, 1500, & C-P 20, 2500, 30, 3500	140
G20, 2500.....	65
G30, 3500	75
Lower Shock Absorber Nut	
All 10, 1000, 1500, & C-P 20, 2500, 30, 3500.....	60
G20, 2500	65
G30, 3500	75