

1965-72 GENERAL MOTORS COIL SPRING TYPE

Chevrolet - C-10/20 (1965-72)
 GMC - 1000/1500 (1965-66)
 GMC - C-1500/2500 (1967-72)

DESCRIPTION

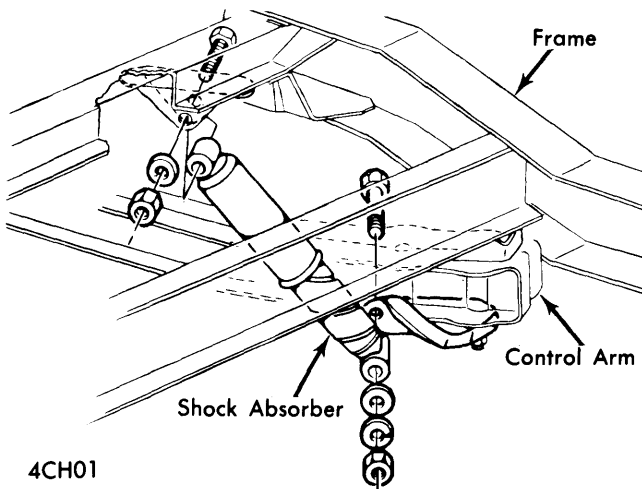
Two-link, coil spring type rear suspension uses a control arm attached between each end of axle housing and central area of frame. Two-stage coil springs are seated and clamped between control arms and frame, forward of axle. Hydraulic shock absorbers are mounted between brackets riveted to frame, and brackets at rear of each control arm. Rubber bushed tie rod is mounted parallel to axle housing, between brackets on frame and axle housing, or between bracket on frame and stud inserted in cast ear of axle housing. Optional auxiliary leaf springs are mounted rearward of axle and secured by a frame mounted bracket at the rear, and by "U" bolts at the control arm.

REMOVAL & INSTALLATION

SHOCK ABSORBERS

Removal - Remove shock absorber pivot bolt nuts and washers, and remove pivot bolts. Remove shock absorber from vehicle.

Installation - Position large end of shock absorber in frame bracket and install pivot bolt, washer, and nut. Align opposite end of shock absorber with bracket on axle and install pivot bolt, washer, and nut. Tighten nuts and bolts.

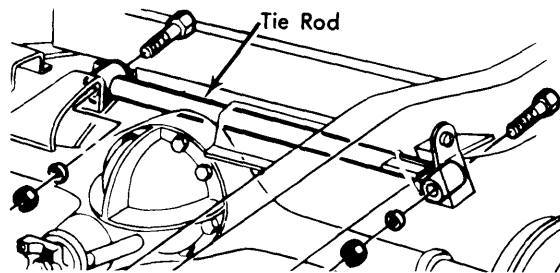
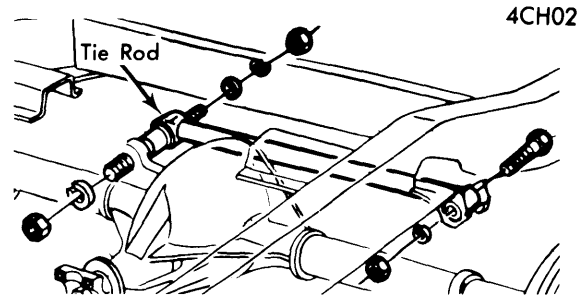


SHOCK ABSORBER INSTALLATION (TYPICAL)

TIE ROD

Removal - Remove nuts and bolts from both ends of tie rod, and remove tie rod from vehicle. Ensure tie rod is straight. Slight defects may be removed by bending, however a badly bent rod should be replaced. Check condition of bushings. Replace bushings if wear is excessive. See *Tie Rod Bushing Replacement*.

Installation - Position tie rod ends in mounting brackets, and line up mounting holes with drift. Insert mounting bolts and install nuts finger tight only. With weight of unloaded vehicle resting on suspension, tighten nuts and bolts.

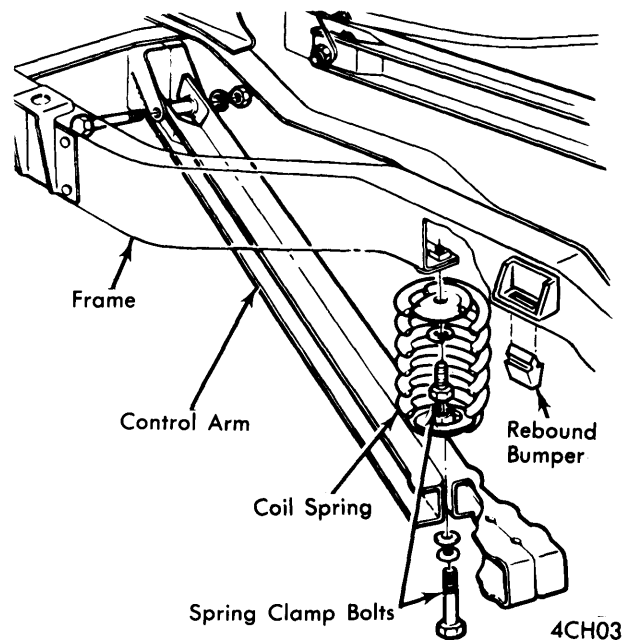


TIE ROD INSTALLATION

TIE ROD BUSHING REPLACEMENT

Removal - With tie rod removed from vehicle, position end of rod over tube-type support. Using suitable tool (J-7079-2), press bushing from rod.

Installation - Position new bushing over end of rod. Using suitable tool (J8518, 10/1000/1500; or J-7574-6, 20/2500), press bushing into rod eye until tool contacts tie rod.



SPRING & CONTROL ARM INSTALLATION

Rear Suspension

1965-72 GENERAL MOTORS COIL SPRING TYPE (Cont.)

CONTROL ARMS

Removal — Raise vehicle and support under frame using safety stands. Remove spring clamp bolt at control arm. Remove "U" bolt nuts and remove shock absorber bracket from control arm. Separate control arm from "U" bolts and lower rear of arm. Disconnect parking brake lever at clip, remove pivot bolt at front of control arm, and remove control arm from vehicle.

Installation — Position bushed end of control arm in bracket between tunnel and frame. Align holes with drift and insert pivot bolt. Position clamp inside spring, so that it seats freely on spring end. Raise control arm to spring and install spring clamp bolt. Place arm against axle and install "U" bolts over axle and through holes in control arm. Position shock absorber bracket on ends of "U" bolts and install nuts. Lower vehicle, and with full weight of unloaded vehicle resting on suspension, tighten all nuts and bolts.

COIL SPRINGS

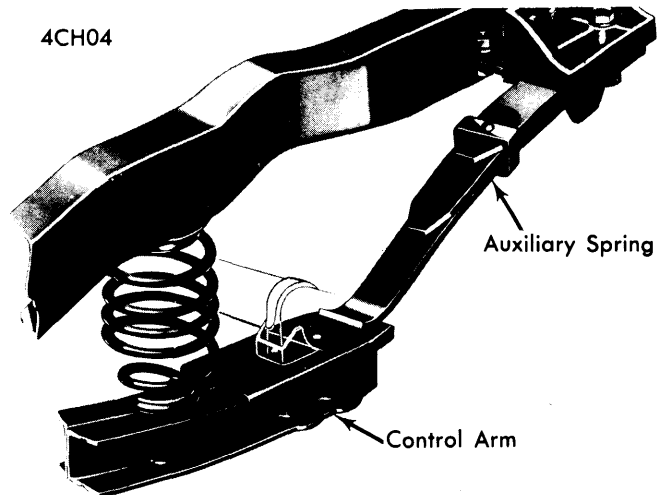
Removal — Raise vehicle to remove vehicle weight from suspension and support under frame with safety stands. Raise axle on a jack to relieve spring tension. Remove shock absorber mounting bolt at control arm, then remove upper and lower spring clamps. Lower control arm just enough to remove spring from vehicle.

Installation — Place lower spring clamp inside spring, so that it seats freely on spring end. Position spring on control arm and install lower spring clamp bolt. Raise control arm until spring just contacts frame, and install upper spring clamp and bolt. Connect shock absorber to control arm bracket, and tighten all nuts and bolts. Remove safety stands and lower vehicle.

AUXILIARY SPRING

Removal — Raise vehicle to relieve tension on spring, and support vehicle on safety stands positioned under frame. Remove cotter pin from spring retaining bolt, then remove nut, and remove spring from frame bracket.

Installation — Position auxiliary spring assembly in frame bracket such that; free end of spring is directly above bumper on control arm, and spring-to-bracket holes are in line. Install attaching bolt through top of bracket into spring, then install and tighten nut.



AUXILIARY SPRING INSTALLATION

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Tie Rod Attaching Bolts.....	135
Axle-to-Control Arm "U" Bolts.....	145
Control Arm Pivot Bolts.....	145
Lower Coil Spring Attaching Bolts.....	55
Upper Coil Spring Attaching Bolts.....	50
Shock Absorber Attaching Bolts.....	75