CHRYSLER CORP. COIL SPRING TYPE

Dodge
Plymouth

NOTE – *Some models use other units. See Chrysler Corp. Leaf Spring Type in this Section.*

DESCRIPTION

Independent front suspension consists of upper and lower control arms, steering knuckles, coil springs, and hydraulic shock absorbers. Upper control arms are mounted to frame side rails, while lower control arms are mounted to crossmember. Steering knuckles are mounted between upper and lower control arms by conventional ball joints. Coil springs are mounted between seat in frame and lower control arm. Double-acting shock absorbers mount inside coil springs, and are fastened to lower control arms and frame.

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 ABSORBER

Removal – Raise and support vehicle. Turn wheels to allow best access to upper shock absorber mount. Remove upper mounting nut, and remove shock absorber-to-control arm attaching bolts. Remove shock absorber from vehicle.

Installation – To install, fully extend shock absorber, and reverse removal procedure.

COIL SPRING

Removal – **1)** Block brake pedal in up position. Raise vehicle and position safety stands under frame. Remove wheel and tire. Remove brake caliper and inboard brake pad. Remove caliper but do not allow to hang from brake line. Remove rotor and splash shield. Remove shock absorber, disconnect sway bar link and remove strut. Install suitable spring compressor tool (DD-1278). Tighten finger tight then back off ½ turn.

2) Remove cotter pins and ball joint nuts. Install suitable ball joint breaker tool (C-3564-A). Spread tool enough to place lower stud under pressure and strike steering knuckle at lower stud with a hammer. Remove braker tool and slowly loosen compressor tool. Remove spring compressor and spring.

Installation – To install, reverse removal procedure, and tighten all nuts and bolts.

LOWER CONTROL ARM

Removal – Raise and support vehicle, and remove wheel. Remove coil spring as previously described. Remove lower control arm pivot bolt, and remove lower control arm from vehicle.

Installation – To install, reverse removal procedure. Do not tighten lower control arm pivot bolt until vehicle weight is supported by front suspension. Check wheel alignment.

UPPER CONTROL ARM

Removal – **1)** Raise and support vehicle under frame, and remove wheel. Remove shock absorber from vehicle. Using suitable spring compressor tool (DD-1278), tighten finger tight then back off ½ turn. Remove cotter pin and nut from upper ball joint, and position suitable separator tool (C-3564-A) on vehicle.

2) Tighten separator until upper ball joint stud is under pressure, then tap on steering knuckle to loosen stud from knuckle. Remove separator tool and upper control arm-to-frame attaching bolts. Remove control arm from vehicle.

Installation – To install, reverse removal procedure. Do not tighten control arm pivot bolts until vehicle weight is supported by front suspension. Check wheel alignment.

LOWER BALL JOINT

Removal – With lower control arm removed, remove ball joint seal. Press out ball joint using a suitable tool (C-4212). **NOTE** – *On some models it may be possible to remove ball joint with control arm still in vehicle, but disconnected from steering knuckle and with coil spring removed.*

Installation – Using same tool as used for removal, press ball joint into control arm. Install seal using a suitable tool (C-4034). Install control arm as previously outlined.

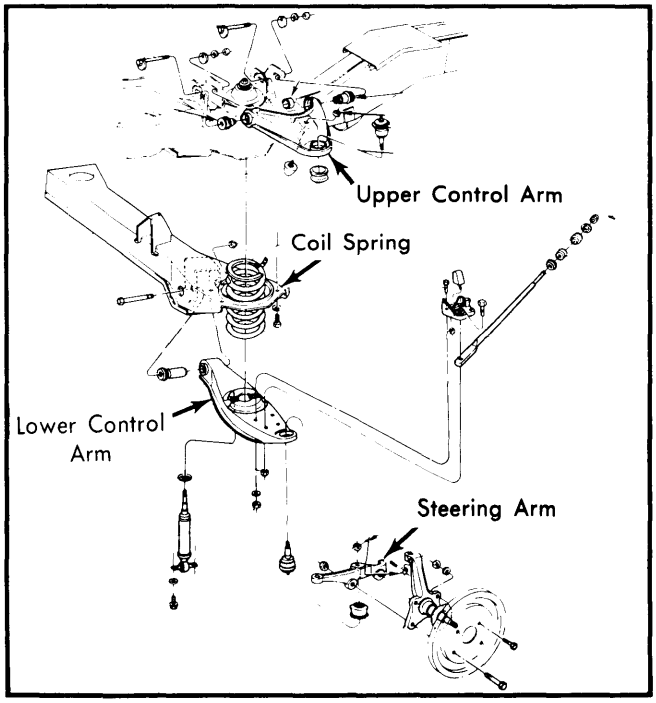

Fig. 1 Exploded View of Front Suspension Assembly

CHRYSLER CORP. COIL SPRING TYPE (Cont.)

UPPER BALL JOINT

Removal – Raise and support vehicle under lower control arm, and remove wheel. Remove cotter pin and nut from ball joint stud, and install suitable separator tool (C-3564-A) between upper and lower ball joint studs. Tighten tool to free upper ball joint stud from steering knuckle. Using suitable removal tool (C-3561), unscrew ball joint from control arm.

Installation – To install, reverse removal procedure, and tighten all nuts and bolts.

STEERING KNUCKLE

Removal – Block brake pedal in up position. Raise vehicle and remove wheel and tire assembly. Remove caliper retainer and anti-rattle spring assemblies. Remove caliper and hang out of way. Do not let caliper hang by hydraulic line. Remove rotor and bearings. Place jack under outer end of lower control arm. Disconnect tie rod at steering knuckle. See *Steering Linkage in STEERING Section*. Separate ball joint studs from steering knuckle as previously described. Remove steering knuckle from vehicle.

Installation – To install, reverse removal procedure, and tighten all nuts and bolts.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Upper Ball Joint Nut	135
Upper Joint-to-Control Arm	125
Lower Ball Joint Nut	
1 1/16" Nut	135
3/4" Nut	175
Front Strut Bolt	
D100-400	50
All Other Models	100
Rear Strut Nut	52
Upper Shock Absorber Mount	①25
Lower Shock Absorber Mount	17
Upper Control Arm (Eccentric) Bolt	70
Lower Control Arm-to-Crossmember	
"B", "CB", "MB", "PB"	175
All Other Models	210

① – On W150 and W200 Models with 44FBJ Axle is 55 ft. lbs.