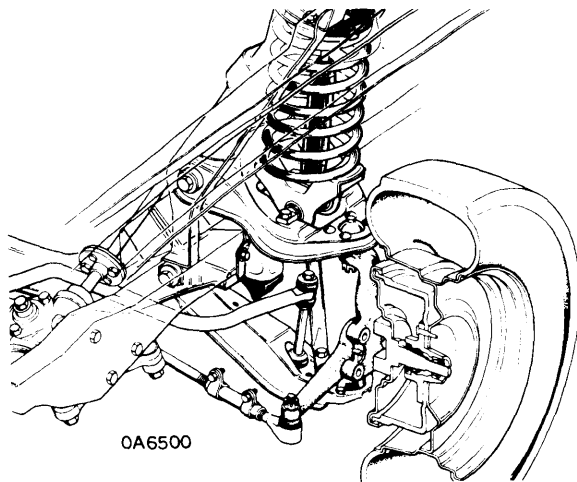


1970-73 AMERICAN MOTORS FRONT

American Motors, All (1970-73)

DESCRIPTION

Independent linked type, twin ball joint suspension. The coil springs are located between seats in wheelhouse panels and seats attached to upper control arms. Direct acting telescoping type shock absorbers are located inside the suspension spring coils. Each upper control arm assembly has two rubber bushings attached to wheelhouse panel and a ball joint attached to the steering knuckle pin. Lower control arm strut rods are attached to the lower control arms and body side sill brackets. The brackets have rubber bushings to absorb road shock and noise. A rubber insulated sway stabilizer bar is standard equipment on Hornet V8 & Javelin V8, and all Matador, Ambassador, Rebel and AMX models. The stabilizer bar is optional on Hornet, Javelin, and Gremlin with 6 cylinder engines.



0A6500

AMERICAN MOTORS TWIN BALL JOINT SUSPENSION

ADJUSTMENT

Caster & Camber – See *Wheel Alignment Specifications & Adjustment* in **WHEEL ALIGNMENT** Section.

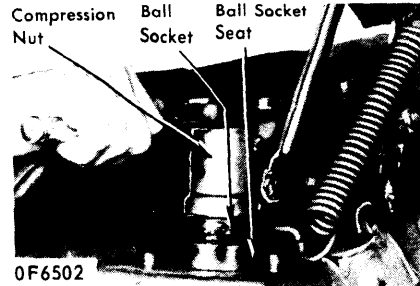
Front Wheel Bearings – See *Wheel Bearing Adjustment* in **WHEEL ALIGNMENT** Section.

REMOVAL & INSTALLATION

COIL SPRING

Removal – Remove shock absorbers. Install Front Spring Compressor Tool J-23474 through upper spring seat opening. Seat ball socket support. Place tool lower attachment screws through the shock absorber mounting in the lower retainer and tighten retaining nuts to approximately 5 ft. lbs. Remove lower spring seat pivot retaining nuts. Turn spring compressor tool compression nut clockwise until the spring is compressed about 1 inch. Jack up front of car and support body with stands at the side sills, allowing control arms to fall free of lower spring seat. Remove wheel. Pull lower spring seat away from car. Turn spring compressor compression nut counterclockwise and carefully guide lowered spring seat out and over upper control arm. When all spring tension is released, remove tool, spring seat, and spring.

Installation – Install Spring Compressor Tool J-23474 through upper spring seat opening. Seat spring compressor ball socket support. Install upper spring cushion onto upper small radius spring coil. The coil must butt against molded stop on cushion. Tape cushion in place. One end of lower spring seat has a formed shoulder to insure proper spring location on seat. Place spring on seat with lower coil end against shoulder.



0F6502

INSTALLING SPRING COMPRESSOR TOOL IN UPPER SPRING OPENING



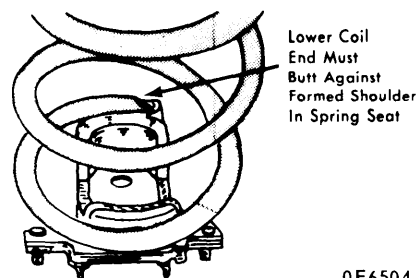
0F6503

INSTALLING LOWER RETAINER OF SPRING COMPRESSOR TOOL

NOTE – The lower coil end and the shouldered end of the spring seat must be located facing the engine compartment.

Place spring against the upper seat. Align and install compressor lower attachment screws through shock absorber mounting holes in lower spring seat. Install spring compressor tool lower retainer and retaining nuts. Align lower spring seat pivot so that retaining studs will enter upper control arm when spring is in position.

NOTE – Spring lower coil end **MUST** be properly positioned on seat.

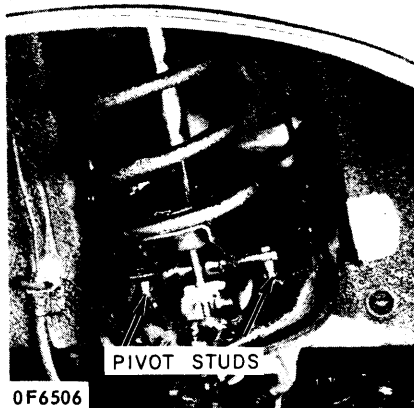


0F6504

LOWER SPRING SEAT INSTALLATION

1970-73 AMERICAN MOTORS FRONT (Cont.)

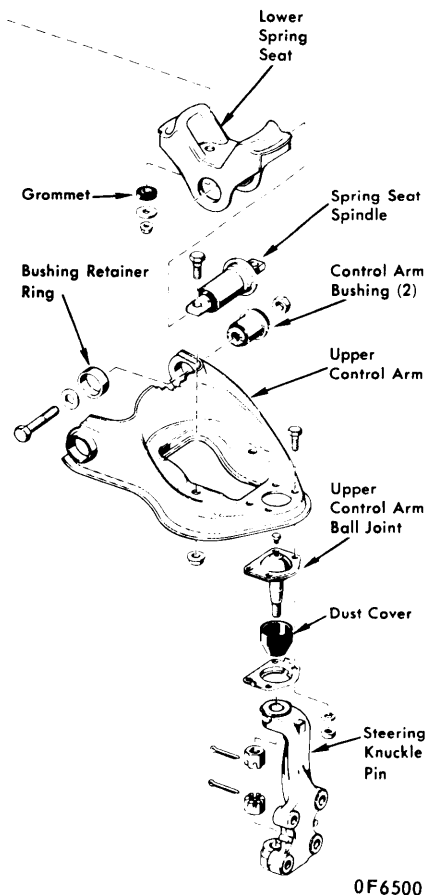
Compress spring by turning compression nut clockwise until lower spring seat pivot studs can be aligned with holes in upper control arm. Turn compression nut counterclockwise and guide spring seat pivot studs into control arm. Replace wheel and lower car. Install and tighten lower spring seat pivot retaining nuts to 35 ft. lbs. Remove tool, install shock absorbers.



ALIGNING SPRING SEAT PIVOT STUDS

UPPER CONTROL ARM

Removal – Remove front spring. Remove ball stud cotter key and retaining nut. Remove ball stud from steering knuckle pin with Ball Joint Remover Tool J-9656 and remove control arm inner pivot bolts from suspension support panel. Remove control arm.



SPRING ASSEMBLY & UPPER CONTROL ARM COMPONENTS

Installation – Place control arm in position in suspension support panel and install inner pivot bolts. **NOTE** – *Pivot bolt nuts should not be tightened until car is supported by wheels.* Install steering knuckle pin and retaining nut onto the ball stud. Tighten to 45 ft. lbs. and install cotter key. Turn spring compressor tool compression nut counterclockwise and guide spring seat pivot studs into control arm. Replace wheel and lower car. Install and tighten lower spring seat pivot retaining nuts to 35 ft. lbs. Tighten control arm inner pivot bolts to 60 ft. lbs. Remove spring compressor tool, install shock absorbers.

LOWER CONTROL ARM

Removal – Lift front of car and support body. Remove brake drum and wheel from steering spindle. Disconnect steering arm from steering knuckle pin. Remove ball stud cotter key and retaining nut. Remove ball stud from steering knuckle pin with Ball Joint Remove Tool J-9656. Disconnect sway bar if equipped, from control arm. Disconnect strut rod from control arm. Remove inner pivot bolt and remove control arm from crossmember.

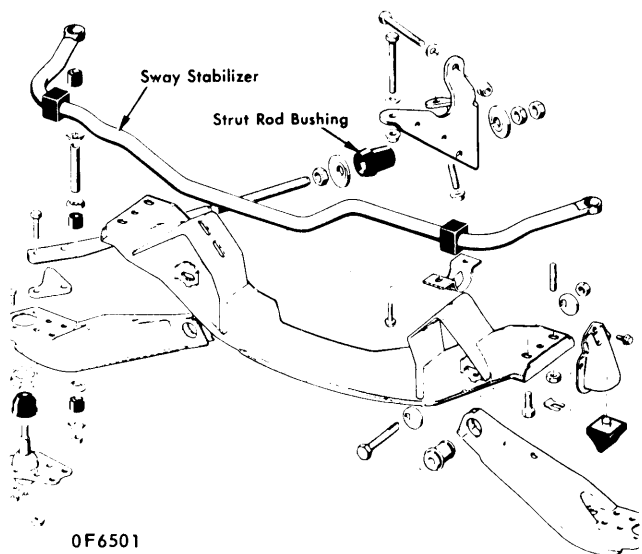
Installation – Place control arm into position in crossmember and install inner pivot bolt. **NOTE** – *Inner pivot bolt should not be tightened until car is supported by wheel.* Install steering knuckle pin and retaining nut on ball stud. Tighten to 45 ft. lbs. and install cotter key. Connect strut rod to crossmember. Tighten bolts to 80 ft. lbs. If equipped with sway bar, connect to control arm. Tighten to 8 ft. lbs. Connect steering arm to steering knuckle pin. Tighten to 70 ft. lbs. Install brake drum and wheel assembly and adjust wheel bearings. See "Wheel Bearing Adjustment" in Section 9. Lower car and tighten control arm inner pivot bolt to 100 ft. lbs. Check front suspension alignment and correct if needed.

LOWER CONTROL ARM STRUT ROD

When replacing strut rod, tighten strut rod-to-crossmember bolts to 80 ft. lbs.

STEERING KNUCKLE PIN

When replacing steering knuckle pin, tighten the bolts to 70 ft. lbs.



LOWER CONTROL ARM ASSEMBLY