

1967-73 CHRYSLER, DODGE, PLYMOUTH FRONT

Chrysler Corp., All (1967-73)

► CHANGES, CAUTIONS, CORRECTIONS

► **LATE 1972 SUSPENSION CHANGE** — Late 1972 Frys, Polaras, Monacos, and Chryslers are equipped with a new type steering knuckle and hub and disc assembly. The new knuckle has a larger diameter spindle. This new spindle cannot be used with the early two-piece hub and disc assembly or wheel bearings.

► **1973 & PRIOR CHRYSLER CORP. LOWER CONTROL ARM BUSHING REPLACEMENT NOTE** — To ensure maximum bushing life, it is necessary that bushing be at neutral position when front of vehicle is at curb height. To obtain this position, it is recommended that pivot shaft remain loose during assembly and height setting. Be sure all nuts and bolts are torqued to specifications.

DESCRIPTION

Ball joint independent type suspension with torsion bar front springs. Torsion bar is mounted between lower control arm and frame rear crossmember. Upper and lower Control arms are attached to crossmember with steering knuckle connected between the control arms. Shock absorber is mounted on lower control arm. A strut rod is mounted on lower control arm on all models, and a sway bar is also used on some models.

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

TORSION BAR

Removal - Raise and support car so suspension is in full rebound. Remove upper control arm rebound bumper, and release load from torsion bar (both bars on Imperial), by turning adjusting bolt counterclockwise. Slide rear anchor balloon seal off rear anchor and remove lock ring and plug from rear anchor. Remove torsion bar by sliding out through rear of rear anchor, using care not to damage balloon seal. Tool C-3728 is available to aid removal.

NOTE: Torsion bars are **not** interchangeable side for side. The bars are marked either "R" or "L".

Installation - Reverse removal procedure, pack annular opening in rear anchor completely full with high mileage lubricant, place a load on torsion bar by turning adjusting bolt, then lower car to floor and adjust riding height. Install upper control arm rebound bumper and tighten nut to specifications.

TORSION BAR ISOLATOR

Removal (Satellite, Coronet & Charger) — Raise and support vehicle so that suspension is in full rebound. Turn adjusting bolts counterclockwise until all load is removed from torsion bars. Remove lock rings from rear anchors and one bolt from each side, attaching torsion bar isolator assembly to crossmember brackets. Remove torsion bar crossmember isolator assembly.

Installation — To install, reverse removal procedure.

Removal (Imperial) — Raise and support vehicle so that suspension is in full rebound. Turn adjusting bolts counterclockwise until all load is removed from torsion bars. Remove lock rings from rear anchors and loosen torsion bar seal clamp. Slide seal forward. Remove bolts attaching rear anchor crossmember to isolator. Disconnect isolator from rear engine support crossmember and remove isolator assembly. **NOTE** — *Isolator and mounting bracket are serviced only as an assembly.*

Installation — To install, reverse removal procedure.

DISC BRAKES & HUB REMOVAL

See appropriate article in **BRAKE** Section.

STEERING KNUCKLE

Removal (All Exc. Satellite, Coronet, Charger, Imperial) — Remove upper control arm rebound bumper and raise vehicle so that suspension is in full rebound. Remove wheel, tire and drum. Remove all load from torsion bar by turning adjusting bolt counterclockwise. Remove tie rod end from knuckle, using suitable tool (C-3711). **NOTE** — *Chrysler, Fury, Polara and Monaco use tool C-3964.* Remove two upper bolts securing knuckle to brake support. Remove two lower bolts attaching steering arm to steering knuckle. Remove knuckle.

Installation — Place knuckle on brake support and install upper mounting bolts and nuts finger tight, position arm on knuckle and install mounting bolts and nuts finger tight. Install upper ball joint stud and tighten all nuts to specifications.

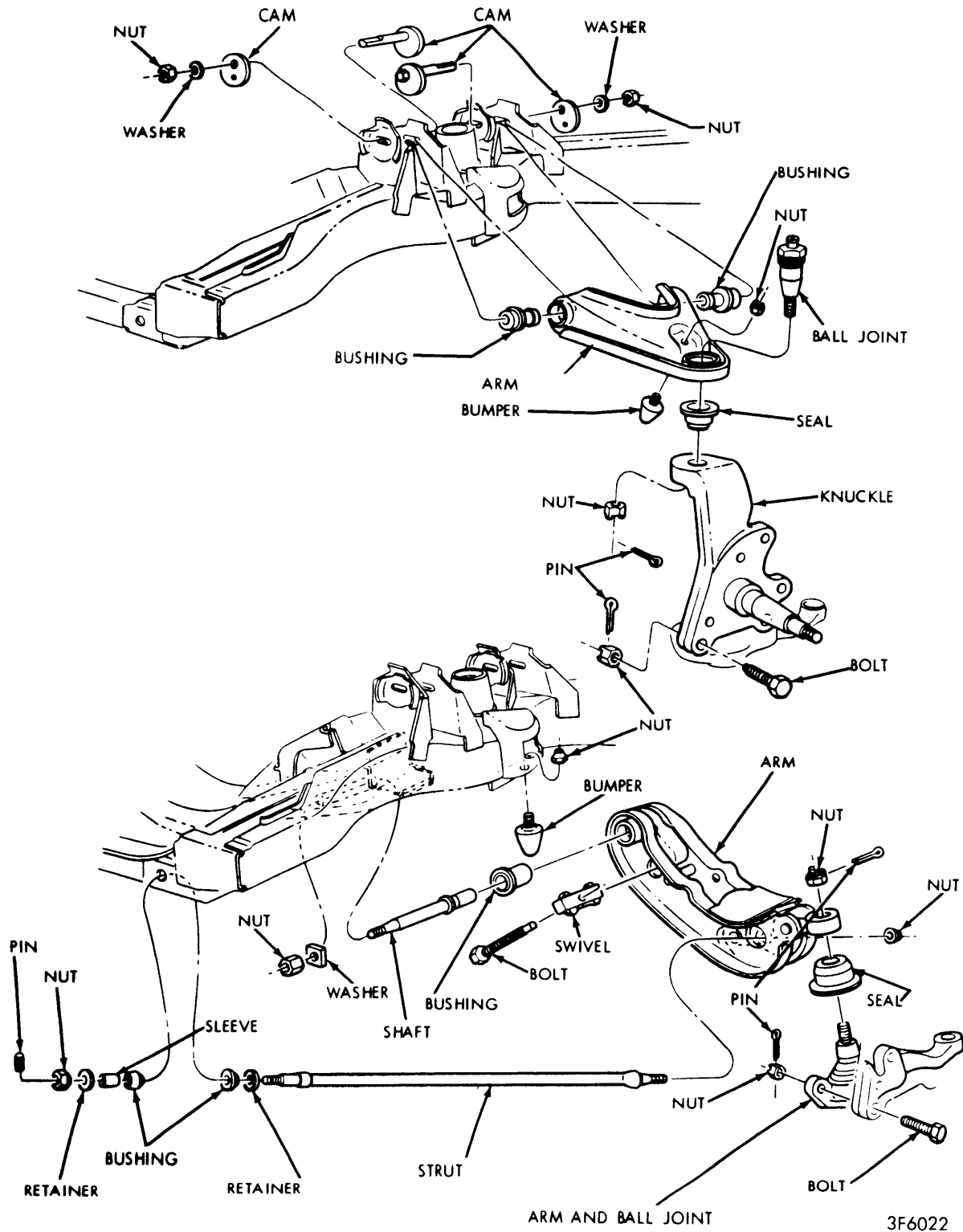
Removal (Satellite, Coronet, Charger) — Raise and support vehicle so that suspension is in full rebound. Turn adjusting bolts counterclockwise to remove all load from torsion bars. Remove rebound bumper from upper control arm. Move disc brake caliper assembly out of way, then remove disc and splash shield. Remove shock absorber, disconnect upper and lower ball joint studs, and remove steering knuckle.

Installation — To install, reverse removal procedure.

Removal (Imperial) — Raise and support vehicle so that suspension is in full rebound. Turn adjusting bolts counterclockwise to remove all load from both torsion bars. Remove disc brake caliper and disc. Remove tie rod and upper and lower ball joint studs. Disconnect steering arm from knuckle. Remove steering knuckle.

Front & Rear Suspension

1967-73 CHRYSLER, DODGE, PLYMOUTH FRONT (Cont.)



FRONT SUSPENSION (TYPICAL)
VALIANT, DART, BARRACUDA, CHALLENGER, FURY, POLARA, MONACO & CHRYSLER

1967-73 CHRYSLER, DODGE, PLYMOUTH FRONT (Cont.)

Installation — To install, reverse removal procedure.

SWAY BAR

NOTE — On Challenger, Charger, Coronet, Barracuda and Satellite, sway bar bushings are serviced separately; on all other models, entire sway bar assembly must be replaced if bushings are defective. Install bushings using a twisting motion. If lubricant is required, use water only.

Removal (Barracuda, Challenger, Valiant, Dart) — Remove sway bar link retaining nuts and retainers. Remove sway bar cushion retaining nuts, washers, straps, and bolts. Remove sway bar assembly. Remove link insulating bushings from frame bracket.

Installation — To install, reverse removal procedure.

Removal (Satellite, Coronet, Charger) — Raise and support vehicle so that suspension is in full rebound. Remove one wheel and remove bolts on each end of sway bar strut clamp. Remove bolts securing frame link strap to retainer link on each side of sway bar. Remove bar by pulling it through crossmember.

Installation — To install, reverse removal procedure.

Removal (Fury, Polara, Monaco, Chrysler) — Remove sway bar link retaining nuts, two sway bar cushions, retainers, straps, and bolts securing each strut. Remove sway bar by pulling through crossmember.

Installation — To install, reverse removal procedure.

Removal (Imperial) — Raise and support vehicle so that suspension is in full rebound. Remove one wheel and remove upper link nut, retainer, and rubber insulator on both sides. Remove screws attaching both bushing retainers to front crossmember. Remove sway bar.

Installation — To install, reverse removal procedure.

LOWER CONTROL ARM & SHAFT

Removal (All Exc. Satellite, Coronet, Charger, Imperial) — Raise and support vehicle so that suspension is in full rebound. Remove wheel and detach brake assembly. Remove lower shock absorber bolt and move shock out of way. Remove torsion bar from control arm and tie rod end from steering knuckle, using suitable tool (C-3894-A). Remove sway bar and ball joint stud from lower control arm. Remove strut spring pin, front nut and bushing retainer from front crossmember. Remove nut from lower control arm and shaft. Tap end of lower control arm and shaft, then remove from vehicle. **NOTE** — Remove lower control arm, shaft, and strut as an assembly.

Installation — To install, reverse removal procedure. **NOTE** — Do not tighten lower control arm nut until full weight of vehicle is on wheels.

Removal (Imperial) — Raise and support vehicle so that suspension is in full rebound. Remove wheel and tire assembly. Turn torsion bar adjusting bolts counterclockwise to remove all load. Remove lower shock absorber bolt and move out of way. Disconnect strut from lower control arm and brake hose from disc brake caliper. Remove upper and lower ball joint stud nuts and remove ball joint from knuckle. Disconnect lower control arm pivot shaft from frame. Remove lower control arm and shaft as an assembly.

Installation — To install, reverse removal procedure. **NOTE** — Do not tighten lower control arm nut until full weight of vehicle is on wheels.

LOWER BALL JOINT

Ball joint is integral with steering arm, on all models except Imperial. On Imperial, joint is integral with lower control arm. Use a suitable tool to remove ball joint stud from lower control arm and remove steering arm and ball joint assembly. On Imperial replace the lower control arm and ball joint as a complete assembly.

LOWER CONTROL ARM STRUT

Strut can be replaced after lower control arm is removed from vehicle, as previously described. Detach strut by removing the strut-to-control arm attaching bolts and nuts. Install by reversing removal procedure.

UPPER BALL JOINT

Ball joint can be removed from upper control arm after lower control arm is supported as close to wheel as possible. Always replace balloon seals after they have been removed. When installing ball joint, be sure ball joint threads squarely engage threads of upper control arm.

UPPER CONTROL ARM

NOTE — On Imperial, upper control arm, pivot bar and bushings are serviced as an assembly only.

Removal — Raise and support car under lower control arm as close to wheel as possible. Remove wheel and tire assembly and upper ball joint stud nut (on Imperial remove both upper and lower stud nuts). Remove control arm attaching nuts, lockwashers, cams, and cam bolts, and remove control arm.

Bushing Replacement — Bushings may be pressed out of control arm using suitable tools. When installing bushings, make sure new bushing is installed from outside of control arm until tapered part of bushing seats on control arm. *Bushing must be installed squarely.*

Installation — Reverse removal procedure and tighten upper ball joint stud nut to correct torque specification. Tighten cam attaching nuts to specifications.

Front & Rear Suspension

1967-73 CHRYSLER, DODGE, PLYMOUTH FRONT (Cont.)

RIDING HEIGHT

NOTE — Height should only be measured when vehicle has recommended tire pressure, full tank of fuel, no passenger load, and on level floor or alignment rack.

Measuring, Exc. Imperial — Clean suspension in area of measurement. Measure from lowest point of one adjusting blade to floor and from lowest point of steering knuckle to floor (on same side). Difference between measurements should not exceed specifications. Repeat measurement on other side.

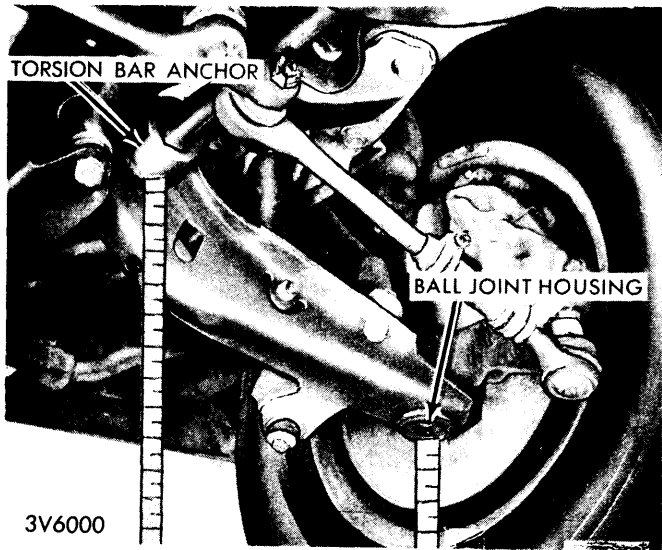
Measuring, Imperial — Clean suspension in area of measurement. Measure from lowest point of front torsion bar anchor, at rear of lower control arm flange, to floor and from lowest point of ball joint housing to floor (on same side). Difference between measurements should not exceed specifications. Repeat measurement on other side.

Adjusting, All Models — Adjust torsion bar to bring riding height within specifications by turning bar adjusting bolt clockwise to increase height and counterclockwise to decrease height. After each adjustment, jounce vehicle before remeasur-

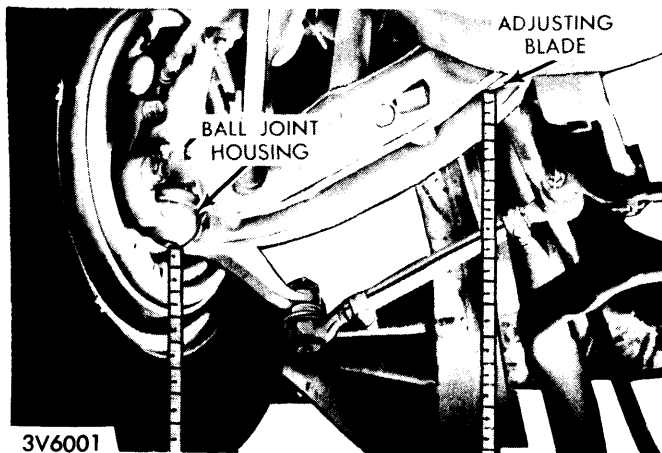
ing. Both sides should be measured even though only one side may be adjusted.

Riding Height[Ⓛ]

Application	Allowable Difference
1967-69	
Imperial.....	1 3/4"
Chrysler.....	1 1/8"
Dodge	
Coronet.....	1 7/8"
Dart.....	2 1/8"
Plymouth	
Belvedere, Satellite.....	1 7/8"
Fury.....	1 3/8"
Valiant.....	2 1/8"
Barracuda (1969).....	1 3/8"
Polara, Monaco.....	1 1/8"
1970	
Imperial.....	1 3/4"
Chrysler.....	1 1/8"
Dodge	
Coronet, Charger.....	1 7/8"
Challenger.....	1 3/16"
Dart.....	2 1/8"
Polara, Monaco.....	1 3/8"
Plymouth	
Barracuda.....	1 3/16"
Belvedere, Satellite.....	1 7/8"
Fury.....	1 3/8"
Valiant.....	2 1/8"
1971-72	
Imperial.....	1 3/4"
Chrysler.....	1 1/8"
Dodge	
Coronet, Charger.....	1 5/8"
Challenger.....	1"
Dart 2 Dr.....	1 5/8"
4 Dr.....	2 1/8"
Polara, Monaco.....	1 3/8"
Plymouth	
Barracuda.....	1"
Satellite.....	1 5/8"
Fury.....	1 3/8"
Valiant 2 Dr.....	1 5/8"
4 Dr.....	2 1/8"
1973	
Imperial.....	1 3/4"
Chrysler.....	1 3/4"
Dodge	
Coronet, Charger.....	1 7/8"
Challenger.....	1 1/8"
Dart 2 Dr.....	1 7/8"
4 Dr.....	2 1/8"
Polara, Monaco.....	1 1/2"
Plymouth	
Barracuda.....	1 1/8"
Satellite.....	1 7/8"
Fury.....	1 1/2"
Valiant 2 Dr.....	1 7/8"
4 Dr.....	2 1/8"



MEASURING RIDING HEIGHT (IMPERIAL)



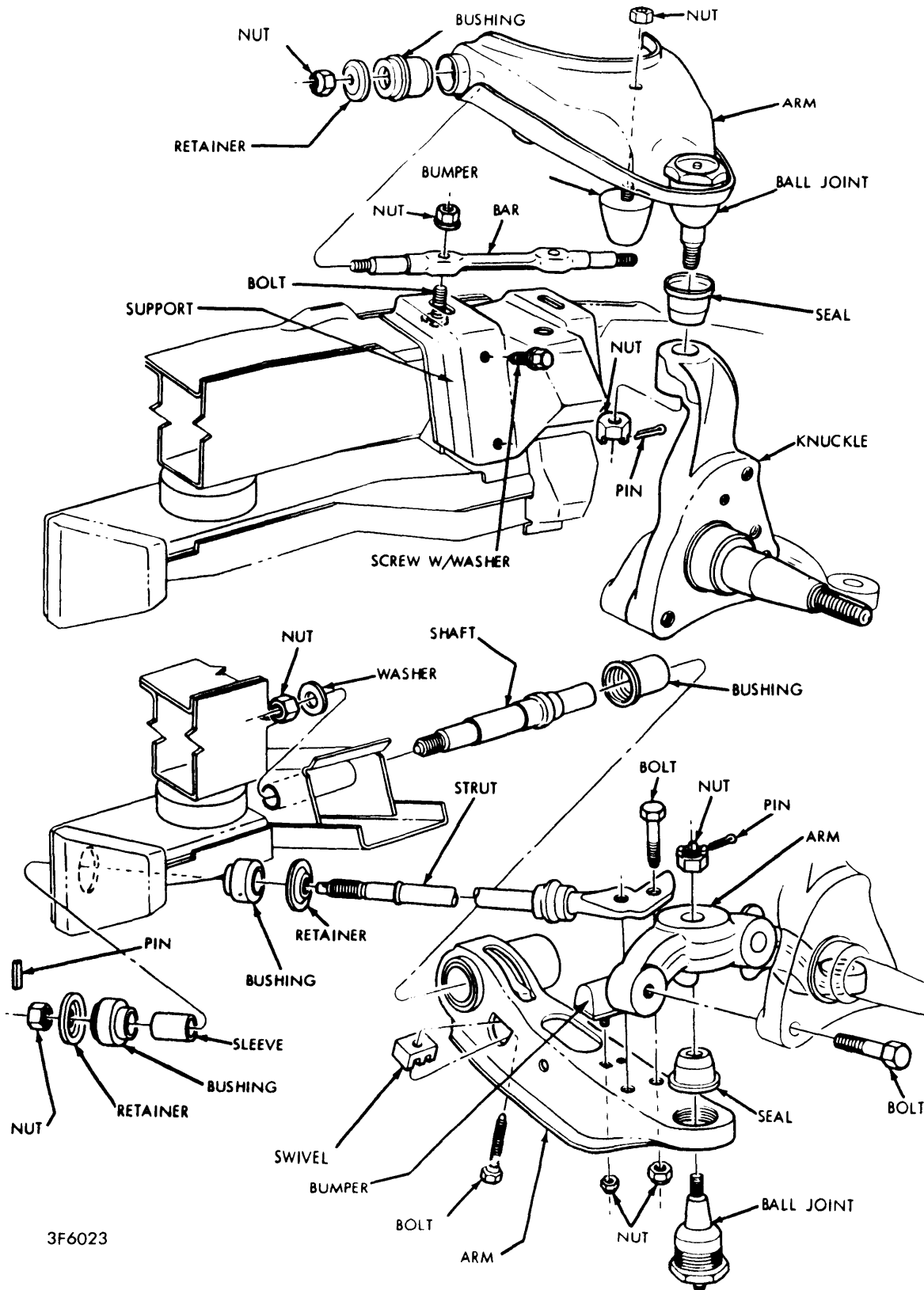
MEASURING RIDING HEIGHT (EXC. IMPERIAL)

Ⓛ — All specifications are ±1/8". Maximum height variation between sides of vehicle is 1/8".

Front & Rear Suspension

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1967-73 CHRYSLER, DODGE, PLYMOUTH FRONT (Cont.)



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**FRONT SUSPENSION (TYPICAL)
SATELLITE, CORONET, CHARGER & IMPERIAL**

Front & Rear Suspension

1967-73 CHRYSLER, DODGE, PLYMOUTH FRONT (Cont.)

TIGHTENING SPECIFICATIONS	
Application	Ft. Lbs.
Ball Joint-to-Control Arm (Upper)	
Imperial.....	150
All Others	125
Ball Joint-to-Control Arm (Lower)	
Satellite, Coronet, Charger (1973).....	150
Ball Joint Stud Nut (Upper)	
Dart, Valiant (Exc. 1973).....	55
Dart, Valiant (1973).....	100
Chrysler, Fury, Polara, Monaco (Exc. 1973).....	125
Chrysler, Fury, Polara, Monaco (1973).....	100
Imperial.....	125
All Others	100
Ball Joint Stud Nut (Lower)	
Chrysler, Fury, Polara, Monaco	115
Imperial (Exc. 1973).....	155
Imperial (1973).....	135
All Others	85
Rebound Bumper	
All	17
Cam Bolt (Upper Control Arm)	
Imperial.....	160
All Others	65
Pivot Shaft Bolt (Upper Control Arm)	
Satellite, Coronet, Charger	160
Pivot Shaft (Lower Arm)	
Chrysler, Fury, Polara, Monaco, Imperial.....	190
All Others	145
Steering Knuckle Bolts (Upper)	
All	55
Steering Knuckle Bolts (Lower)	
Dart, Valiant (Exc. 1973).....	100
Dart, Valiant (1973).....	160
Chrysler, Fury, Polara, Monaco	120
All Others	160
Strut-to-Lower Control Arm	
Satellite, Coronet, Charger	95
Imperial.....	115
All Others	105
Strut-to-Frame	
All	52
Isolator-to-Crossmember	
Imperial.....	150
Isolator-to-Frame	
Imperial.....	75
Sway Bar Link Nut	
All	8
Sway Bar-to-Frame	
All	17
Sway Bar-to-Strut	
Satellite, Coronet, Charger	17
All Others	30
Sway Bar Plate-to-Crossmember	
All	30
Idler Arm	
All	65
Tie Rod End	
All	40
Shock Absorber (Upper)	
All	25
Shock Absorber (Lower)	
All	50