

Front & Rear Suspension

1967-72 BUICK, CADILLAC, CHEVROLET, CHEVELLE OLDSMOBILE, PONTIAC REAR

Buick, Except Estate
Wagon (1967-72)

Cadillac, Except Eldorado
& 75 Series (1967-72)

Chevrolet, Except Camaro &
125" W.B. Wagons (1967-72)

Oldsmobile, Except Toronado
& Custom Cruiser (1967-72)

Pontiac, Except Firebird, Ventura II &
Bonneville & Catalina Wagons (1967-72)

NOTE - The excluded models have leaf spring suspensions.

DESCRIPTION

The rear suspension is of the link-type with coil springs. It uses four suspension arms that attach the rear axle assembly to the frame. A bracket on the axle supports the coil spring, the top is positioned under the frame rail. The upper arms are attached to the top of the differential and extend forward to the frame. Two shock absorbers are attached to the frame and to brackets on the axle housing.

ADJUSTMENT

Rear Universal Joint Angle - (Buick) - Whenever upper control arm is replaced, check and adjust rear universal joint angle. See "Propeller Shafts" in Rear Axle Section.

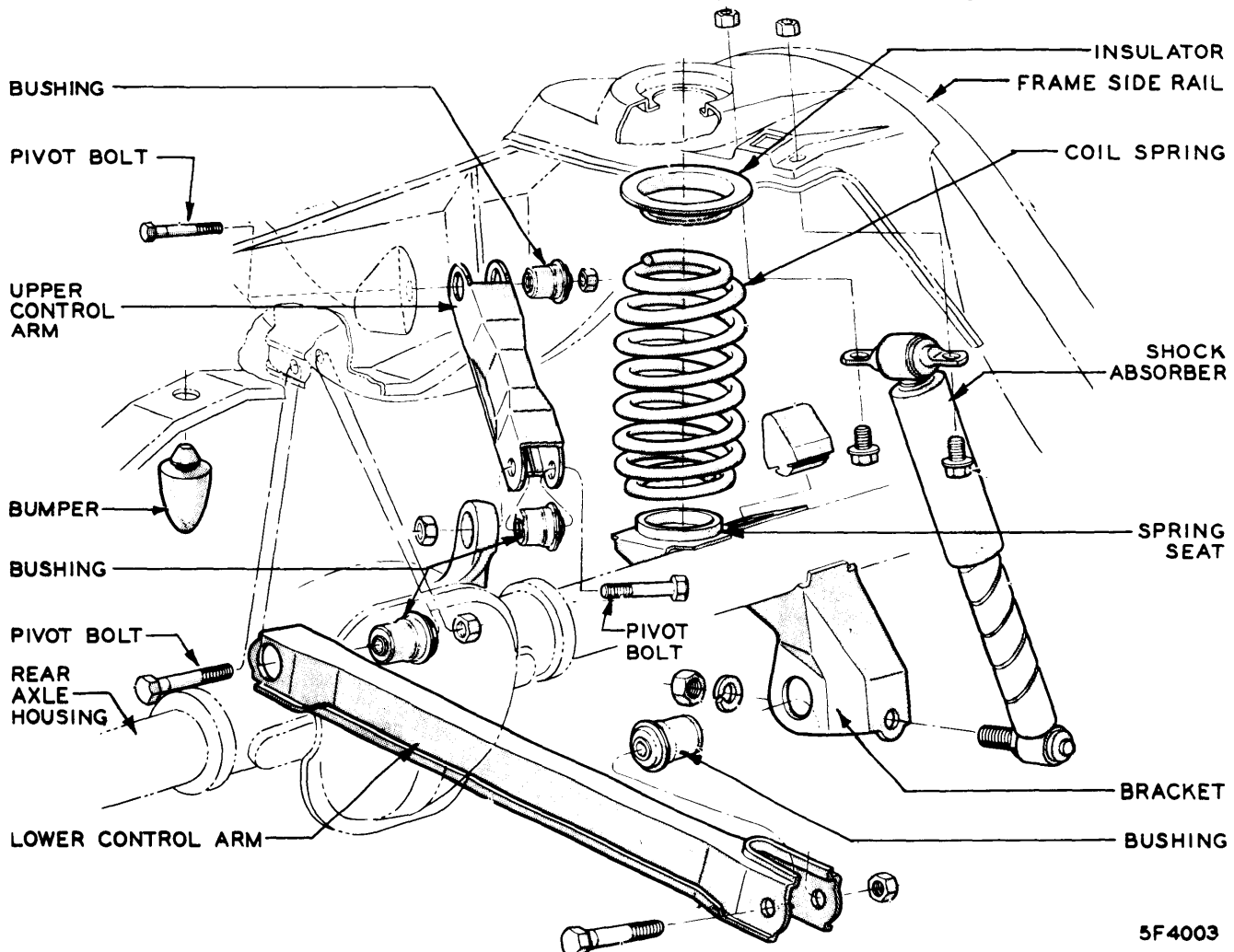
REMOVAL & INSTALLATION

Shock Absorber

See Specification Table for attaching bolt torque.

Coil Spring

Removal - NOTE - On cars with Automatic Level Control, disconnect link at overtravel lever and place overtravel lever in center position. On Buick, disconnect propeller shaft at rear axle. On Cadillac, remove wheel and rear bolt on upper control link. On Chevrolet, remove wheels, loosen upper and lower control arm rear bolts, and remove stabilizer bar. Loosen spring retainer nuts on both coil springs until all threads are just engaged on the bolt. On Chevrolet and Pontiac, disconnect both shock absorbers at lower mounting. On all models, remove brake line attaching bolt at frame crossmember or axle housing to provide slack. Raise car under rear of frame and disengage spring from seat in axle housing and remove.



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TYPICAL REAR SUSPENSION ASSEMBLY

1967-72 BUICK, CADILLAC, CHEVROLET, CHEVELLE OLDSMOBILE, PONTIAC REAR (Cont.)

Installation - Center spring in seat. Reverse removal procedure, being sure all parts are installed in correct position. **OLDSMOBILE CAUTION** - On F-85, Cutlass, 442, & Vista-Cruiser, install spring in position so that spring pigtail on axle housing points toward left side of car. On Delmont, Delta, Delta Custom, 88, & 98 install spring in position so that spring pigtail on frame end points toward frame side rail. Tighten all bolts and nuts to specifications.

Upper Control Arm

CAUTION - Remove and replace one control arm at a time to prevent axle from rolling or slipping sideways.

Removal - Raise and support rear end of car. **NOTE** - On cars with Automatic Level Control, disconnect link at overtravel lever and place overtravel lever in center position. Raise and support axle, remove pivot bolt at axle housing and raise control arm to clear mounting bracket. Disconnect arm from frame crossmember bracket and remove from car. **NOTE** - On Cadillac, it is necessary to drill 1/4" hole in floor pan to remove forward pivot bolt from above. **BUICK CAUTION** - To avoid disturbing pinion angle shims, do not remove frame crossmember bracket. **OLDSMOBILE CAUTION** - On F-85, Cutlass, 442, & Vista-Cruiser the upper arms on cars equipped with manual transmission are to be installed in upper holes of frame crossbar on V-8 Sedans, Coupes and 67 Styles.

Disassembly & Reassembly - Remove and replace bushings with arbor press and suitable tools.

Installation - Reverse removal procedure and tighten pivot bolts to specifications **after car weight is on wheels and car is at curb height**. **BUICK CAUTION** - Whenever upper control arm is replaced, check and adjust rear universal joint angle. See "Propeller Shafts" in Rear Axle Section.

Lower Control Arm

CAUTION - Remove and replace one control arm at a time to prevent axle from rolling or slipping sideways.

Removal - Raise and support rear of car. **NOTE** - On cars with Automatic Level Control, disconnect link at overtravel lever and place overtravel lever in center position. Raise and support axle housing, then remove lower control arm pivot bolt (below axle housing). Disconnect control arm from frame crossmember and remove assembly.

Disassembly & Reassembly - Remove and replace bushings with arbor press and suitable tools.

Installation - Reverse removal procedure and tighten pivot bolts to specifications **after car weight is on wheels and car is at curb height**.

Tightening Specifications	
Application	Ft. Lbs.
Shock Absorber (Upper)	
Chevrolet (All) & Cadillac	12
Pontiac	15
Buick & Oldsmobile	20
Shock Absorber (Lower)	
Cadillac	50
All Others	65
Control Arms	
Buick, Chevelle & Monte Carlo	① 80
Chevrolet	② 115
Cadillac	75
Oldsmobile (Exc. Delta & 98 Series)	80
Delta & 98 Series	115
Pontiac (Exc. LeMans & Grand Prix)	③ 110
LeMans & Grand Prix	80
Universal Joint to Yoke	
Pontiac	14
All Others	15
Universal Joint Yoke to Companion Flange	
Chevrolet & Oldsmobile	75
Cadillac	70

① - On Buick, torque given for nut. Bolt is 110 Ft. Lbs.
 ② - Upper control arm at axle is 80 Ft. Lbs.
 ③ - Torque given for nut. Bolt is 140 Ft. Lbs.