

Front & Rear Suspension

1967-72 OLDSMOBILE & PONTIAC FRONT

Oldsmobile - Except F-85 & Cutlass Series (1967-72)
Pontiac - Except Firebird, Tempest, LeMans, Ventura II
 & 1972 Grand Prix (1967-72)

DESCRIPTION

Independent coil spring type with coil springs mounted between upper and lower control arms. Upper control arms are mounted on frame side rail, and lower control arms are connected to front crossmember. Steering knuckle is connected between control arms by ball joints. Shock absorbers are mounted inside coil springs.

ADJUSTMENT

Caster & Camber - See "Wheel Alignment Specifications & Adjustment" in Section 9.

Front Wheel Bearings - See "Wheel Bearing Adjustment" in Section 9.

REMOVAL & INSTALLATION

BALL JOINT CHECKING - See "Ball Joint Checking" in Section 9.

Shock Absorber

Raise car sufficiently to allow removal of shock. Remove the two bolts attaching shock absorber to the lower control arm. Remove upper nut, retainer and grommet from shock absorber through bottom of lower control arm. **NOTE** - On Pontiac, tighten upper stud nuts until nuts bottom at end of steel threads, then tighten to specifications.

Coil Spring

Removal - Raise and support car at frame side rails, remove wheel and shock absorber, disconnect lower end of stabilizer link from control arm, and disconnect steering linkage from steering knuckle. Install a suitable spring compressor and compress spring. Disconnect inner ends of

lower control arm from crossmember, swing arm down and remove coil spring.

Installation - On Oldsmobile, position spring against pilot in frame and in lower control arm, compress spring, reverse removal procedure, lower car and tighten to specifications. On Pontiac, position spring so end of coil can be seen through small drain hole in lower control arm spring seat. Tighten to specifications.

Lower Control Arm

Removal - Remove coil spring (see above), then press ball joint from steering knuckle with suitable tool, and remove control arm. **NOTE** - The bushings can be replaced without removing the control arm from car. When doing this raise car off ground and support at the sides. Lower control arm on a jack until the control arm allows enough clearance to install bushings.

Disassembly & Reassembly - Remove and replace control arm bushings using suitable tool set and an arbor press. Bushing should bottom against control arm.

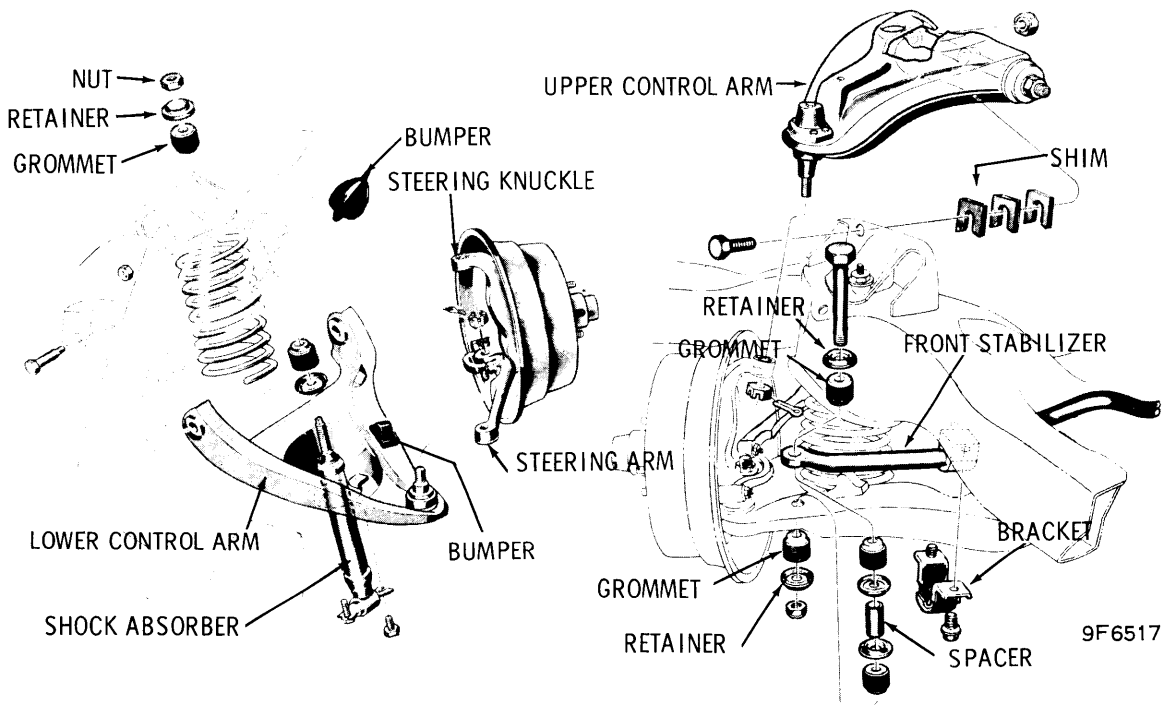
Installation - Reverse removal procedure and tighten to specifications.

Upper Control Arm

Removal - Raise and support car under lower control arm and remove ball joint stud from steering knuckle with suitable tool (J-6627). Disconnect control arm shaft from frame and remove control arm.

Disassembly - Remove nuts and retainers from pivot shaft ends, then press shaft out of control arm. Bushings will come out with shaft.

Reassembly - Use a suitable expander-spacer between control arm ends and expand until tool is snug between



PONTIAC AND OLDSMOBILE FRONT SUSPENSION (TYPICAL)

1967-72 OLDSMOBILE & PONTIAC FRONT (Cont.)

inner faces of arm. Position cross shaft in control arm, and insert bushings on ends of shaft. Press bushings in control arm with arbor press, using two large sockets for installers. Install washers and retaining nuts on ends of shaft, do not tighten nuts to specifications.

Installation - Reverse removal procedure and tighten to specifications.

Ball Joints

Removal (upper) - Remove upper control arm (see above). On all models remove ball stud by chiseling or drilling out retaining rivets.

Removal (lower) - On Pontiac, remove backing plate from steering knuckle. On Oldsmobile, it may be necessary to loosen backing plate to obtain clearance. On all models, disconnect ball stud from steering knuckle. Remove ball

joint seal by prying off retainer with a screw driver or driving off with a chisel. Remove ball joint from lower control arm by pressing it off with a suitable tool.

Installation (upper & lower) - Install upper ball joint, using special bolts, nuts and washers supplied with ball joint package. Lower ball joints should be pressed into the lower control arm with a suitable tool. Tighten all bolts & nuts to specifications.

Stabilizer Bar

Removal - Disconnect each side of stabilizer linkage by removing nut from link bolt, pull bolt from linkage and remove retainer, grommets and spacer.

Installation - Reverse removal procedure, and tighten all bolts and nuts to specifications.

NOTE - On 1967-69 Oldsmobile, crankshaft pulley and one wheel assembly must be removed to remove stabilizer bar. Tighten to specifications.

Application	Ft. Lbs.	
	Oldsmobile	Pontiac
Ball Joint Stud-Upper (1967-69)	① 40	50
(1970)	① 70	50
(1971)	① 90	50
(1972)	① 90	40
Ball Joint Stud-Lower (1967-70)	① 70	50
(1971)	① 40	50
(1972)	① 90	50
Upper Control Arm-to-Frame (1967-69)	105	75
(1970-71)	75	75
(1972)	75	80
Upper Control Arm Bushing (1967-69)	② 55	70
(1970-72)	② 55	③ 50
Lower Control Arm-to-Frame (1967-69)	② 75	50
(1970-71)	② 90	80
(1972)	② 90	90
Shock Absorber-Upper (1967-69)	8	8
(1970)	10	8
(1971-72)	10	10
Shock Absorber-Lower (1967-69)	20	20
(1970-71)	25	20
(1972)	20	20
Stabilizer Link Nuts (1967-69)	10	15
(1970-72)	15	15
Stabilizer Bracket Bolts (1967-69)	② 10	30
(1970)	② 30	30
(1971-72)	② 30	25
Backing Plate Bolts (1967)	④ 135	100
(1968-69)	120	100
(1970)	135	100
(1971-72)	95	100
Brake Caliper Mounting Bolts	55	55

① - Minimum.
 ② - Tighten with car on Wheels.
 ③ - 65 ft. lbs. on Catalina, Grandville & Bonneville.
 ④ - 95 ft. lbs. on Delmont 88.