## COMET & MAVERICK FRONT

**Comet**
**Maverick**

### DESCRIPTION

Ball joint independent suspension with front coil springs. Upper and lower ball joints are mounted to an upper and lower arm respectively. A coil spring seats between upper arm and top of spring housing. A double action shock absorber is bolted to arm and top of spring housing.

### ADJUSTMENT

#### CASTER & CAMBER

*See Caster and Camber Adjustments and Specifications in WHEEL ALIGNMENT Section.*

#### RIDING HEIGHT

*See Riding Height Adjustments and Specifications in WHEEL ALIGNMENT Section.*

#### FRONT WHEEL BEARINGS

*See Wheel Bearing Adjustment in WHEEL ALIGNMENT Section.*

#### BALL JOINT CHECKING

*See Ball Joint Checking in WHEEL ALIGNMENT Section.*

### REMOVAL & INSTALLATION

#### BALL JOINTS

*NOTE — Upper and lower control arms must always be replaced as an assembly. Do not install ball joints or other components in used control arm.*

#### STABILIZER BAR BUSHING & INSULATOR

**Removal** — Raise vehicle on hoist. Remove nut, washer, and insulator from lower end of stabilizer bar attaching bolt. Remove bolt and remaining washers, insulators, and spacer.

**Installation** — Reverse removal procedure, noting the following: Stabilizer bar-to-lower arm bolt must be installed with head at top.

#### LOWER ARM STRUT AND/OR BUSHING

**Removal** — Wedge a block of wood between upper arm and frame, for support. Raise vehicle and position safety stands. Remove wheel and tire assembly. Remove adjustment nut from front of strut. Using two pry bars approximately 18" long, pry front washer forward to separate inner sleeve from outer sleeve. Remove insulator from strut. Remove strut.

**Installation** — Install new rear washer (large I.D.), outer sleeve, and insulator bushing on forward end of strut rod. Position strut into crossmember and to lower control arm. Install and torque attaching bolts and nuts.

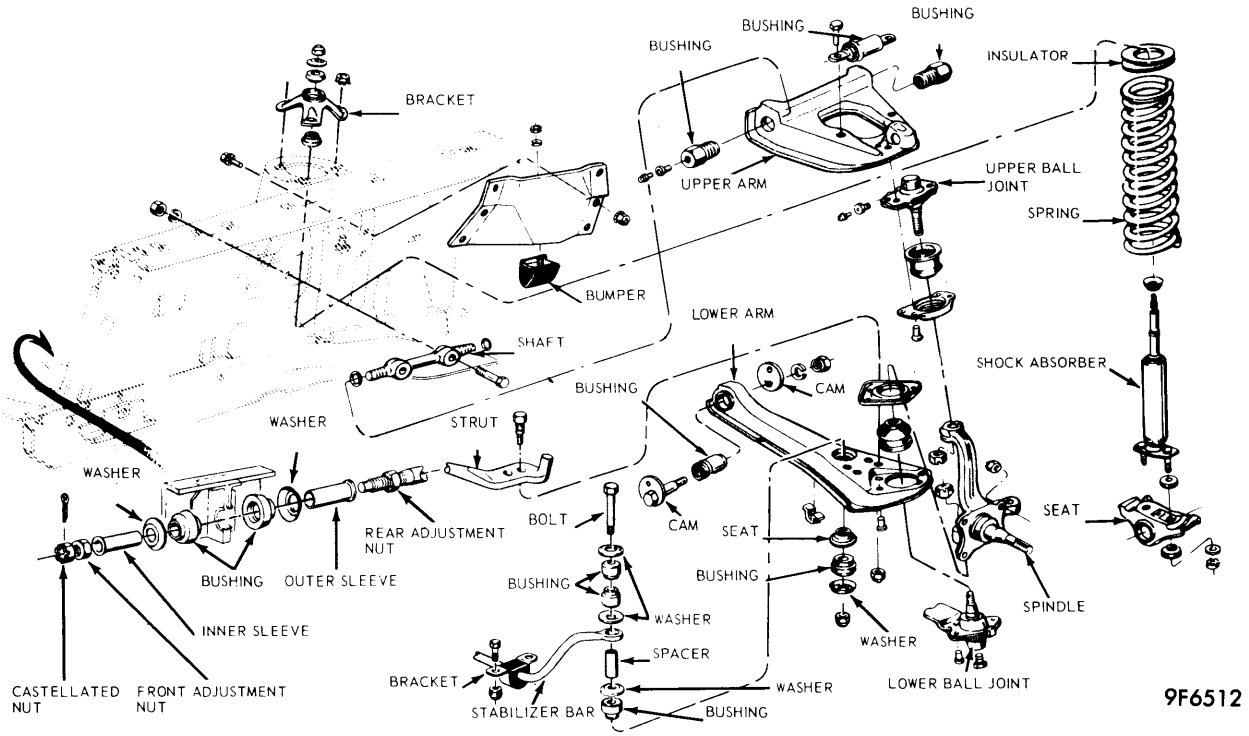
#### COIL SPRING

**Removal** — Remove shock absorber and upper mounting bracket as assembly. Raise and support vehicle and remove wheel and drum assembly. Install suitable spring compressor, and remove spring from vehicle.

**Installation** — Reverse removal procedures and tighten nuts and bolts. End of coil spring must be no more than ½" from tab on spring seat.

#### UPPER CONTROL ARM

**Removal** — Raise and support vehicle, then remove wheel and tire assembly and shock absorber. Install spring compressor and compress spring. *NOTE — On all V8 vehicles, remove air cleaner to obtain access for spring compressor.* Remove cotter pin from upper ball joint stud and loosen (do not remove) nut one or two turns. Position ball joint remover tool between upper and lower ball joint studs. Tool should seat firmly against




**FRONT SUSPENSION ASSEMBLY (TYPICAL)**

## COMET & MAVERICK FRONT (Cont.)

ends of both studs (not against stud nuts). Turn tool to put tension on studs, then hit spindle near upper stud to break stud loose in spindle. Remove nut from upper stud and lift stud out of spindle. Remove upper arm inner shaft attaching nuts and remove upper arm.

**Installation** – Reverse removal procedure while noting the following: Specified Keystone-type lock washers must be used when installing upper control arm on underbody mounting bracket.

### LOWER CONTROL ARM

**Removal** – Place a wood block between upper arm and side rail. Raise vehicle, position safety stands, and remove wheel and tire. Detach stabilizer bar and link. Remove strut-to-lower arm attaching nuts and bolts. Loosen lower ball joint nut one or two turns (do not remove). Install suitable removal tool between upper and lower ball joint studs. Apply pressure to studs with tool, strike spindle near lower stud until ball joint breaks loose, and remove ball joint nut. Lower the control arm. Remove lower arm-to-underbody cam bolt, nut, and washer. Remove arm.

**Installation** – Reverse removal procedure and tighten nuts and bolts. Check caster, camber and toe-in.

### UPPER ARM BUSHING REPLACEMENT

**Removal** – Remove shock absorber and upper mounting bracket as an assembly. Raise vehicle and support. Remove wheel, tire and drum as an assembly. Compress spring and swing upper arm away from spring tower, remove bushings.

**Installation** – Turn bushings so shaft is exactly centered in arm. Place a ¾" x 8 1/16" spacer parallel with inner shaft and tighten bushings. Reverse removal procedure.

### WHEEL SPINDLE

**Removal** – Place wood block between upper control arm and side rail. Remove wheel, drum and backing plate or disc and caliper and shields and tie out of way (unnecessary to disconnect hydraulic line). Using a suitable tool (3290-C) remove connecting rod from spindle. Remove ball joints from spindle and remove spindle.

**Installation** – Reverse removal procedure and tighten bolts.

### TIGHTENING SPECIFICATIONS

| Application | Ft. Lbs. |
|---|---|
| Ball Joint-to-Spindle | ①60-90 |
| Brake Backing Plate-to-Spindle | |
| Drum Brakes | 20-35 |
| Disc Brakes | 9-14 |
| Caliper-to-Spindle (Disc Brakes) | 90-120 |
| Compression Bumper | 12-20 |
| Control Arm Strut-to-Control Arm | 80-115 |
| Control Arm Strut-to-Underbody | 60-80 |
| Lower Control Arm-to-Underbody | 75-100 |
| Shock Absorber Lower Mounting | 8-12 |
| Shock Absorber Upper Mounting | 10-16 |
| Stabilizer-to-Body | 6-12 |
| Stabilizer-to-Control Arm | 6-12 |
| Upper Control Arm Inner Shaft | 75-100 |
| Upper Spring Seat-to-Arm Shaft | 25-40 |

① – Tighten to minimum, then tighten castalated nut to align with next cotter pin hole and insert cotter pin.