

BUICK, CADILLAC, CHEVROLET, OLDSMOBILE & PONTIAC

General Motors

ADJUSTMENT

NOTE — The following procedures apply to all General Motors vehicles with coil spring rear suspension except Astre, Chevette, Monza, Skyhawk, Starfire, Sunbird and Vega.

RIDING HEIGHT

See Riding Height Adjustments and Specifications in WHEEL ALIGNMENT Section.

REAR WHEEL BEARINGS

See Wheel Bearing Adjustment in WHEEL ALIGNMENT Section.

DESCRIPTION

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

REMOVAL & INSTALLATION

COIL SPRING

Removal — Raise and support vehicle at rear axle and frame. Disconnect shock absorbers at lower mounting. If equipped with Automatic Level Control, disconnect link at overtravel

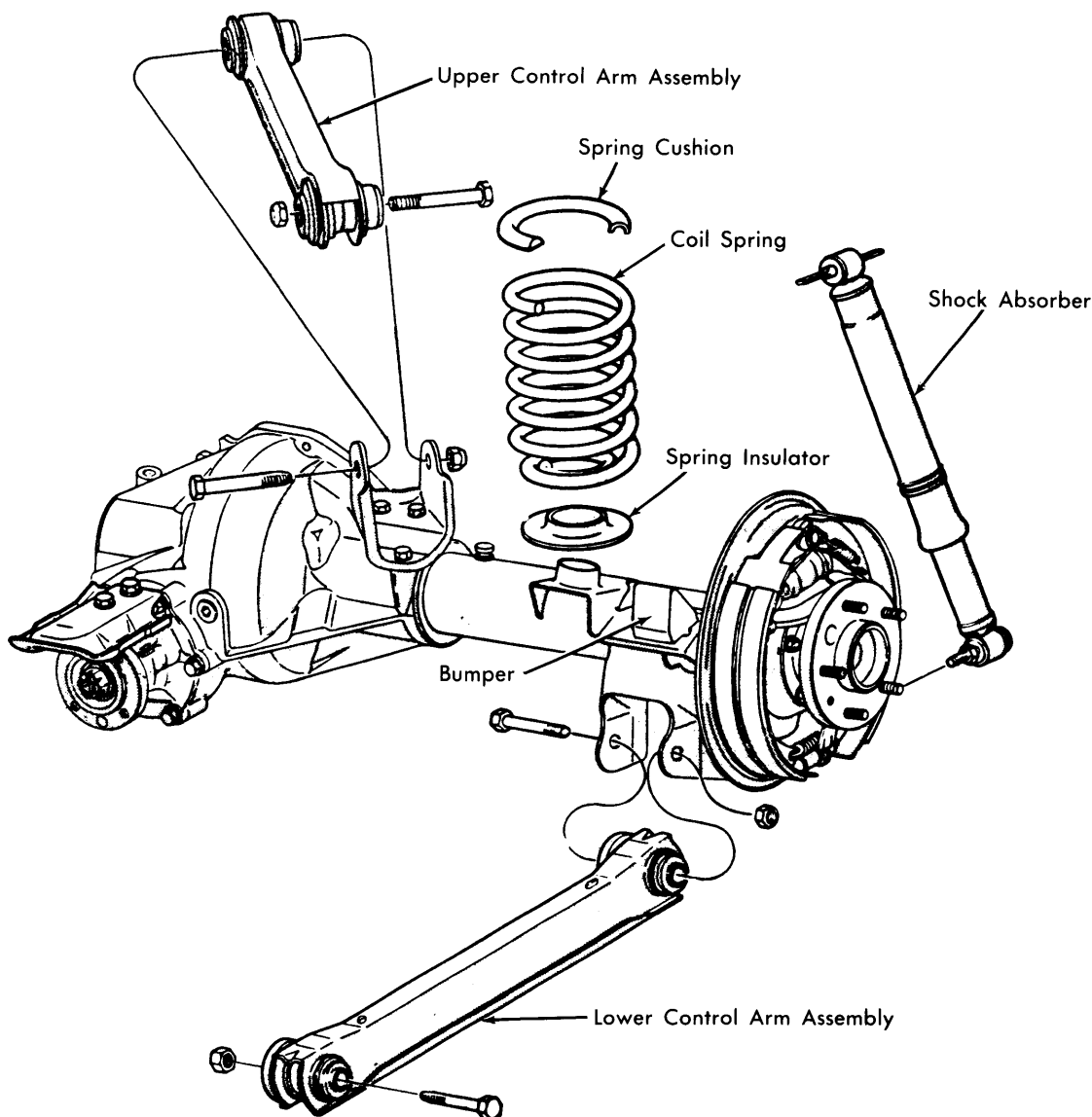


Fig. 1 Rear Coil Spring Suspension

Rear Suspension

BUICK, CADILLAC, CHEVROLET, OLDSMOBILE & PONTIAC (Cont.)

lever and set lever in center position. Disconnect upper control arms from differential on all models except Bonneville, Catalina, Grand Prix and LeMans. Disconnect brake line junction block at differential, then disconnect and plug brake lines from block. On Cadillac, unbolt and support propeller shaft rear flange. Lower axle slowly and remove springs. **CAUTION** — Do not allow axle to strain brake hoses.

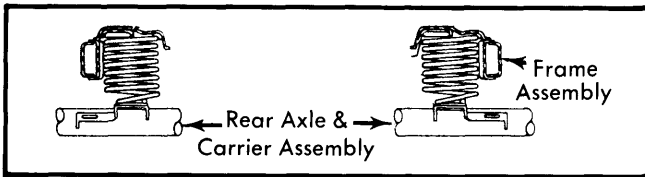


Fig. 2 Coil Spring Position (Typical) (Cadillac Shown)

Installation — Center spring in seat and rotate so that reference end points in direction shown in chart. To continue installation, reverse removal procedure.

Application	Spring Reference End	Direction
Buick	Top	Right
Cadillac.....	Top	Left
Chevrolet.....	Top	Right
Oldsmobile.....	Top	Left
Pontiac	Top	Left

UPPER CONTROL ARM

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

Removal — Raise vehicle on hoist and support rear axle. If equipped with Automatic Level Control, disconnect link at overtravel lever and set lever in center position. On Eldorado, remove shock absorber from lower mounting and position out of way. Unbolt control arm from upper and lower pivot bolt mountings and remove arm from vehicle.

Installation — Reverse removal procedures and tighten pivot bolts with vehicle on ground and at curb height.

LOWER CONTROL ARM

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

Removal — Raise and support rear of vehicle. Support axle housing to relieve tension on control arm bolts. Remove lower control arm pivot bolt (below axle housing). Disconnect control arm from frame crossmember and remove assembly.

NOTE — If vehicle is equipped with stabilizer bar it will be necessary to remove bar before unbolting arm.

Installation — Reverse removal procedures and tighten pivot bolts with vehicle on ground and at curb height.

TIGHTENING SPECIFICATIONS

CONTROL ARMS

Application	Bolt	Ft. Lbs. Nut
Control Arms-to-Frame		
Century & Regal	90	80
Buick (All Others)	95	90
Eldorado	145	110
Cadillac (All Others)	95	75
Pontiac		
Exc. Catalina & Bonneville	90	80
Catalina & Bonneville	125	95
Cutlass	100	90
88 & 98 .....	.....	100
Toronado .....	.....	95
Chevelle & Monte Carlo .....	.....	80
Chevrolet (All Others) .....	.....	115
Control Arms-to-Axle		
Century & Regal	90	80
Buick (All Others)		
Upper	90	75
Lower	125	100
Eldorado		
Upper	110	80
Lower	145	100
Cadillac (All Others)	95	75
Pontiac (Exc. Catalina & Bonneville)		
Upper	85	75
Lower	95	80
Catalina & Bonneville		
Upper	85	75
Lower	125	95
Cutlass, 88 & 98 .....	.....	90
Toronado		
Upper .....	.....	90
Lower .....	.....	95
Chevrolet (All Models) .....	.....	80

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Shock Absorber (Upper Attachment)	
Chevrolet & Cadillac	12
Pontiac	12
Buick & Oldsmobile (Exc. Toronado)	14
Toronado	25
Shock Absorber (Lower Attachment)	
Cadillac	50
Oldsmobile	75
Pontiac	65
All Others	65
U-Joint Yoke-to-Companion Flange	
Cadillac	70
Stabilizer Bar-to-Lower Control Arm	
Cutlass & Pontiac	60
Chevelle & Monte Carlo	55