

Front Suspension

CHRYSLER CORP. OMNI & HORIZON

Dodge, Omni
Plymouth, Horizon

REMOVAL & INSTALLATION

DESCRIPTION

The front suspension is "Mac Pherson" type with vertical shock absorbing struts. The struts attach to upper fender reinforcement and steering knuckle to provide upper steering knuckle position. Lower control arms attach outboard to steering knuckle and inboard to a crossmember through a ball joint to provide lower steering knuckle position. Working through a pivot bearing in upper retainer, the upper strut and steering knuckle turn as an assembly during steering maneuvers. Coil springs, positioned around struts, support system.

ADJUSTMENT

CASTER & CAMBER

See *Caster and Camber 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.*

CONTROL ARM

Removal - 1) Raise vehicle and remove front inner pivot through bolt. Remove ball joint to steering knuckle clamp bolt and rear stub strut nut with retainer and bushing. Pry between ball stud retainer on knuckle and lower control arm to separate ball joint stud from steering knuckle.

NOTE - If steering knuckle is pulled out from vehicle after release from ball joint, the inner constant velocity joint can separate.

2) Remove sway bar to control arm nut and rotate control arm over sway bar. Remove bushing from rear stub strut along with sleeve and retainer.

Inspection - Inspect arm for distortion and check bushing for deterioration.

Installation - To install, reverse removal procedures. Control arm bolts must be tightened with suspension supporting vehicle.

STEERING KNUCKLE (INNER BEARING HOUSING)

Removal - 1) Raise vehicle and remove wheel and tire. Remove hub nut and make sure splined drive shaft is free to separate from spline in hub during removal.

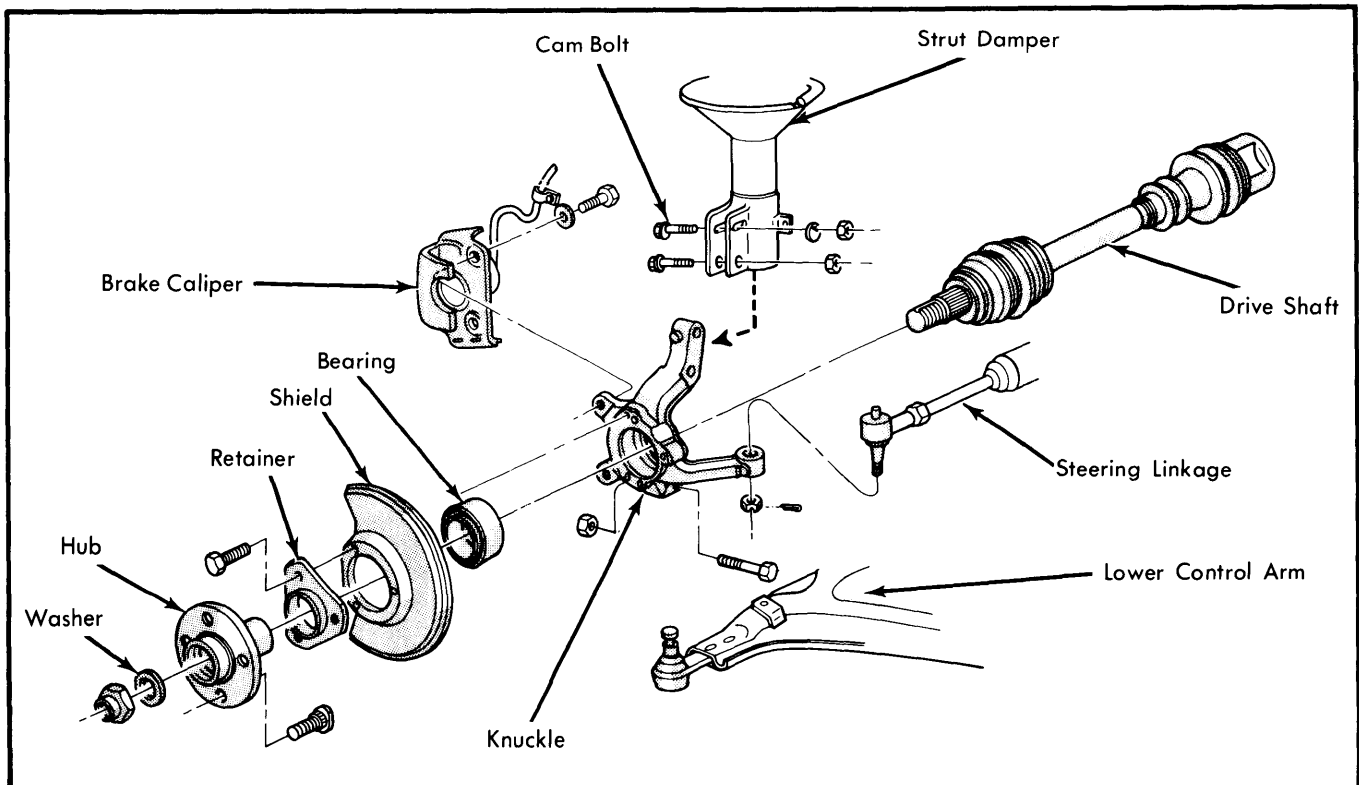


Fig. 1 Strut Damper Assembly (Omni & Horizon)

CHRYSLER CORP. OMNI & HORIZON (Cont.)

2) Use tie rod removal tool C-3498-A (or equivalent) to disconnect tie rods. Remove brake hose retaining clamp from strut damper. Remove ball joint clamp stud bolt and caliper adapter screw. Remove caliper and rotor assembly. Remove knuckle from strut damper and off of ball joint stud. Be sure drive shaft is supported during removal of knuckle to prevent damage to constant velocity joints.

BALL JOINT

The lower control ball joints are riveted to lower control arm and require no lubrication. Replacement is made by removing rivets and attaching new unit with special bolts.

STABILIZER BAR

Removal — Raise vehicle and remove end bushing to control arm nut. Remove reinforcement plates. Remove bar to crossmember linkage and remove bar assembly from vehicle. Disassemble intermediate linkage from bar.

Installation — Loosely assemble intermediate links and straps to stabilizer bar. Place link ends through crossmember and install upper isolators, retainers and nuts. Position bar end bushing retainer studs through lower control arms and install reinforcement plate and nuts.

STRUT ASSEMBLY

NOTE — Where reassembly includes use of original strut and knuckle, mark cam adjusting bolt.

Removal — Raise vehicle and remove wheel and tire. Remove cam adjusting bolt, through bolt and brake hose damper bracket retaining screw. Remove strut to fender shield mounting nut washer assemblies.

Disassembly — Compress coil spring with compression tool L-4514. Remove retainers and bushings. Remove coil spring. Spring must be reinstalled on same side of vehicle.

Inspection — Inspect all components for damage or excessive wear.

Installation — To install strut, reverse removal procedure.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Piston Rod Nut	60
Strut-to-Steering Knuckle	85
Ball Joint Clamp Bolt	50
Ball Joint-to-Control Arm	60
Caliper Mounting Bolt	85
Control Arm Mounting Nut	105
Stabilizer Bar	70
Tie Rod End	25