

AMERICAN MOTORS

Matador

DESCRIPTION

Rear suspension is of the link-type with coil springs. System uses four control arms that attach rear axle assembly to frame. Two lower control arms are attached to outer end of axle tubes and extend forward to mounts at body side sills. Two upper control arms are attached to differential housing and extend upward and at an angle to rear suspension crossmember. Shock absorbers are attached to underbody and to studs on axle tube. A bracket on the axle supports coil springs.

ADJUSTMENT

PROPELLER SHAFT ALIGNMENT

See American Motors Propeller Shaft Alignment in REAR AXLES Section.

REMOVAL & INSTALLATION

SHOCK ABSORBER

When removing rear shock absorbers, it is necessary to remove upper attaching plate from body and lower end of shock from axle tube.

COIL SPRING

Removal — Raise car and support body. Disconnect shock absorber from axle tube, then lower axle assembly to full travel permitted by control arms. Pull down on axle tube to completely release spring. Remove spring.

Installation — Reverse removal procedure, tightening nuts and bolts.

UPPER CONTROL ARM BUSHINGS

Removal — Remove upper control arm. Assemble suitable bushing remover tool (J-22668 and J-21474) and press bushing from axle housing ear.

Installation — Reverse removal procedure while noting following: Bushing must be installed dry.

LOWER CONTROL ARM BUSHINGS

NOTE — Lower control is serviced as an assembly only. If the bushings or arm are damaged or worn, replace the complete control arm.

TIGHTENING SPECIFICATIONS

| Application | Ft. Lbs. |
|-------------------------------------|----------|
| Rear Crossmember-to-Bracket | 75 |
| Shock Absorber | |
| Upper | 8 |
| Lower | 55 |
| Stabilizer Bar-to-Control Arm | 75 |
| Control Arm Pivot Bolts | 65 |

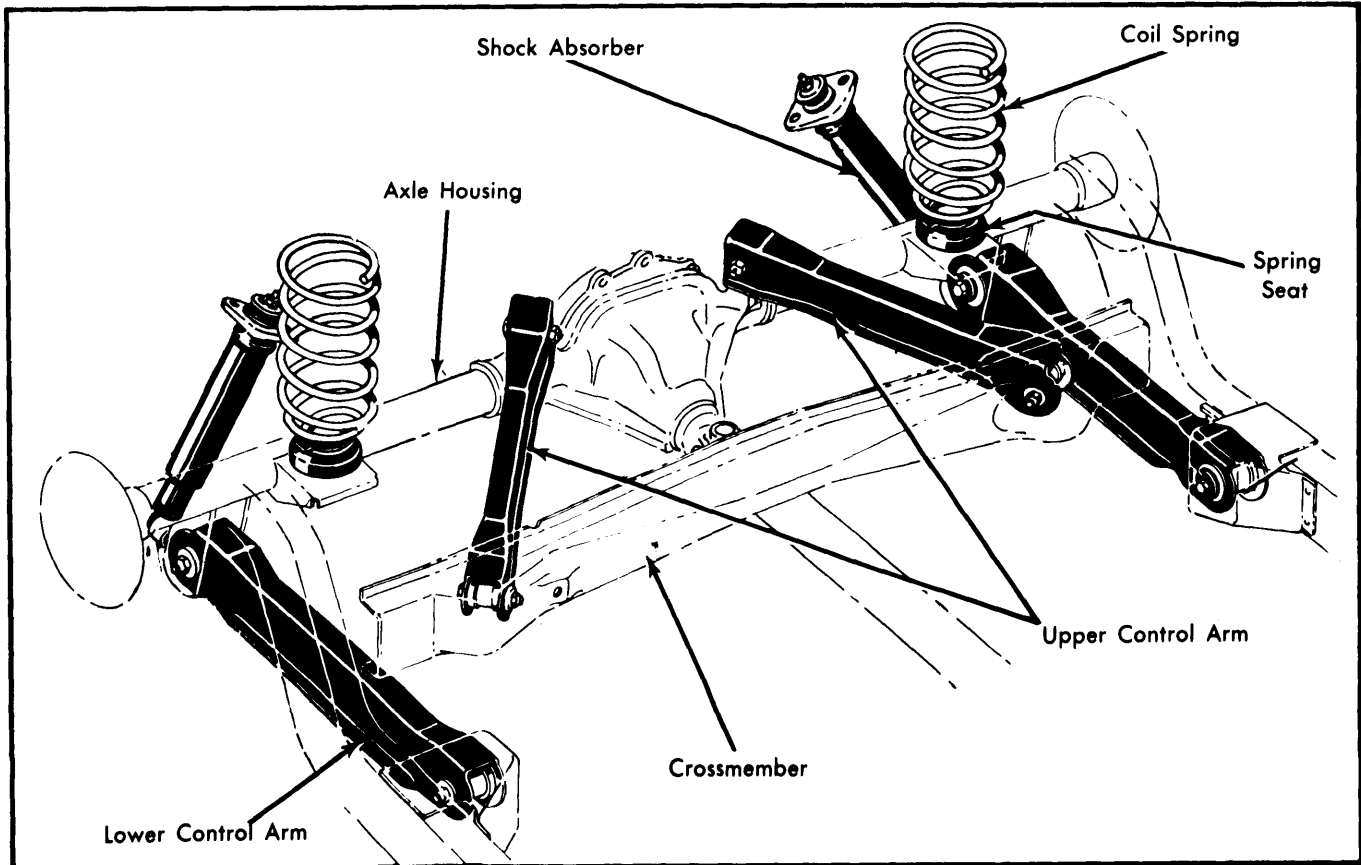


Fig. 1 Exploded View of Matador Rear Suspension Assembly