

Rear Suspension

BUICK, CADILLAC, CHEVROLET, OLDSMOBILE & PONTIAC

General Motors

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.

ADJUSTMENT

RIDING HEIGHT

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

REMOVAL & INSTALLATION

NOTE — This procedure applies to all General Motors vehicles with coil spring rear suspension except Chevette, Monza, Skyhawk, Starfire & Sunbird.

COIL SPRING

Removal — 1) Raise vehicle and place adjustable stand under rear axle. Disconnect shock absorber lower mount and upper control arm at axle housing. Disconnect stabilizer at either side of control arm (if equipped). Remove brake line support bolt to allow for additional axle drop.

NOTE — Brake lines do not need to be disconnected to allow for this additional drop. Do not lower axle to point where brake line becomes taut as damage will result.

2) If equipped with Automatic Level Control, disconnect link from leveling valve arm. On Cadillac, disconnect drive shaft from pinion flange and disconnect parking brake cable. Lower axle until spring can be removed.

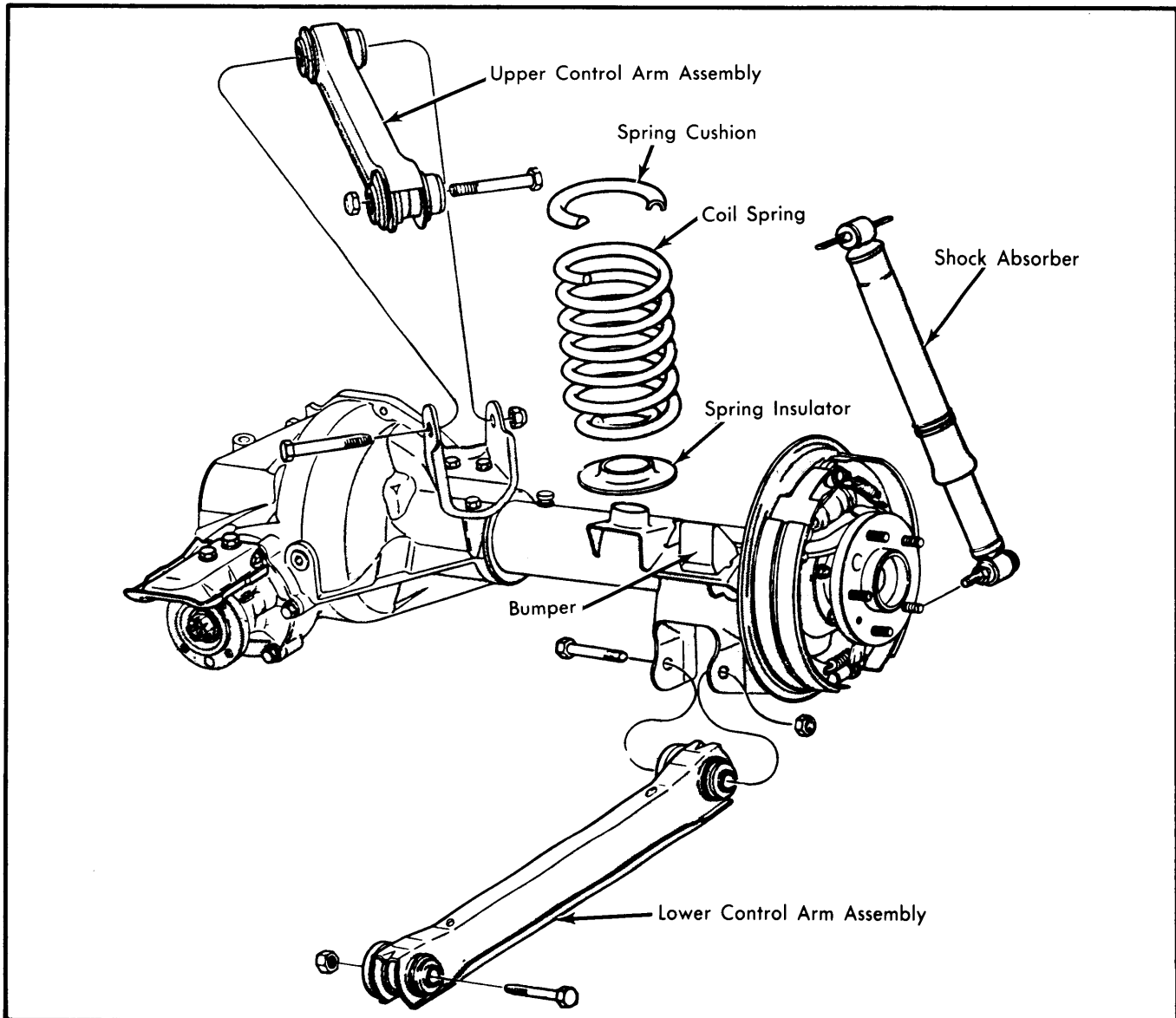


Fig. 1 Rear Coil Spring Suspension

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

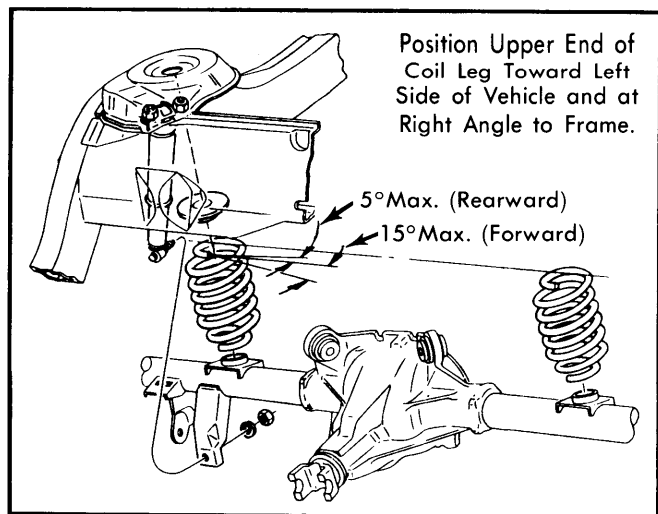


Fig. 2 Coil Spring Installation

Installation — Center spring in seat and rotate so that reference end points in direction shown in Fig.2. To complete installation, reverse removal procedure.

UPPER CONTROL ARM

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

Removal — 1) Raise vehicle on hoist and support axle. If equipped with Automatic Level Control, disconnect link at overtravel lever and set lever in center position.

NOTE — On some vehicles, disconnecting lower shock absorber mount will provide clearance for upper control arm removal.

2) Unbolt control arm from upper and lower pivot bolt mounting 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 Arm-to-Frame (Upper)			
Buick			
Century			70
LeSabre, Electra	85		90
Cadillac			
All Exc. Eldorado	90		85
Eldorado	142		100
Chevrolet			
Impala			92
Malibu, El Camino	70		70
Oldsmobile			
Cutlass	70		70
88, 98	120		90
Toronado	95		85
Pontiac			
Catalina, Bonneville			92
LeMans, Grand Prix			70
Control Arms-to-Axle (Lower)			
Buick			
Century	90		
LeSabre, Electra	125		90
Cadillac			
All Exc. Eldorado	122		
Eldorado	142		
Chevrolet			
Impala	125		92
Malibu, El Camino	73		92
Oldsmobile			
Cutlass	80		80
88 & 98	120		90
Toronado	143		100
Pontiac			
Catalina, Bonneville	50		92
LeMans, Grand Prix	90		92

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Shock Absorber (Upper Attachment)	
Buick & Chevrolet	12
Cadillac, Oldsmobile & Pontiac	20
Shock Absorber (Lower Attachment)	
Buick & Oldsmobile	65
Cadillac & Pontiac	60
Chevrolet	62
Stabilizer-to-Control Arm	
Buick	
Century	35
LeSabre & Electra	52
Cadillac	
All	55
Chevrolet	
Impala	20
Malibu & El Camino	35
Oldsmobile	
All	60
Pontiac	
All	42