

CITATION, OMEGA, PHOENIX & SKYLARK

Chevrolet Citation
Oldsmobile Omega
Pontiac Phoenix
Buick Skylark

DESCRIPTION

The front suspension is a MacPherson strut design. This combination strut and shock adapts to the front wheel drive. The lower control arms pivot from the engine cradle. The cradle has isolated mounts to the body and conventional rubber bushings are used for the lower control arm pivots. The upper end of the strut is isolated by a rubber mount which contains the bearing for wheel turning. The lower end of the wheel steering knuckle pivots on a ball stud for wheel turning. The ball stud is retained in the lower control arm and the steering knuckle clamps to the stud portion.

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications & Procedures* in *WHEEL ALIGNMENT* Section

WHEEL BEARING ADJUSTMENT

See *Wheel Bearing Adjustment* in *WHEEL ALIGNMENT* Section

BALL JOINT CHECKING

See *Ball Joint Checking* in *WHEEL ALIGNMENT* Section

REMOVAL & INSTALLATION

STEERING KNUCKLE

Removal – Raise and support vehicle. Remove wheel, brake caliper and rotor (See Fig. 2). Mark cam bolt for installation reference and remove. Remove tie rod end using suitable tool (J-6627). Remove lower ball joint bolt and upper steering knuckle bolts, remove steering knuckle.

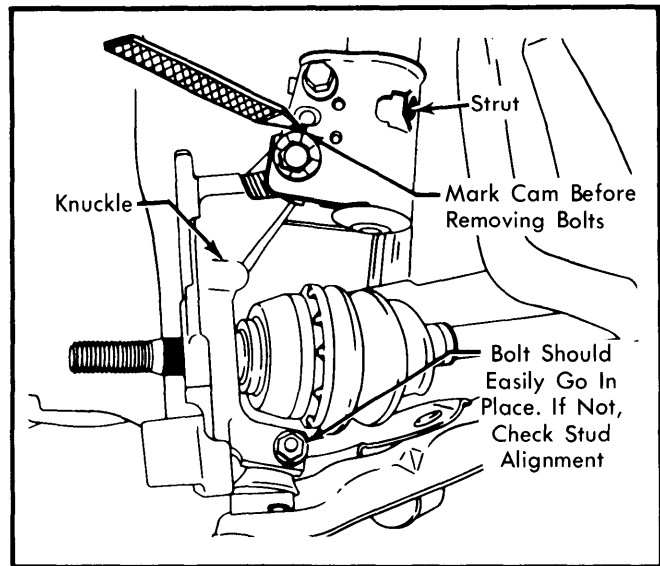


Fig. 2 Steering Knuckle Removal and Installation

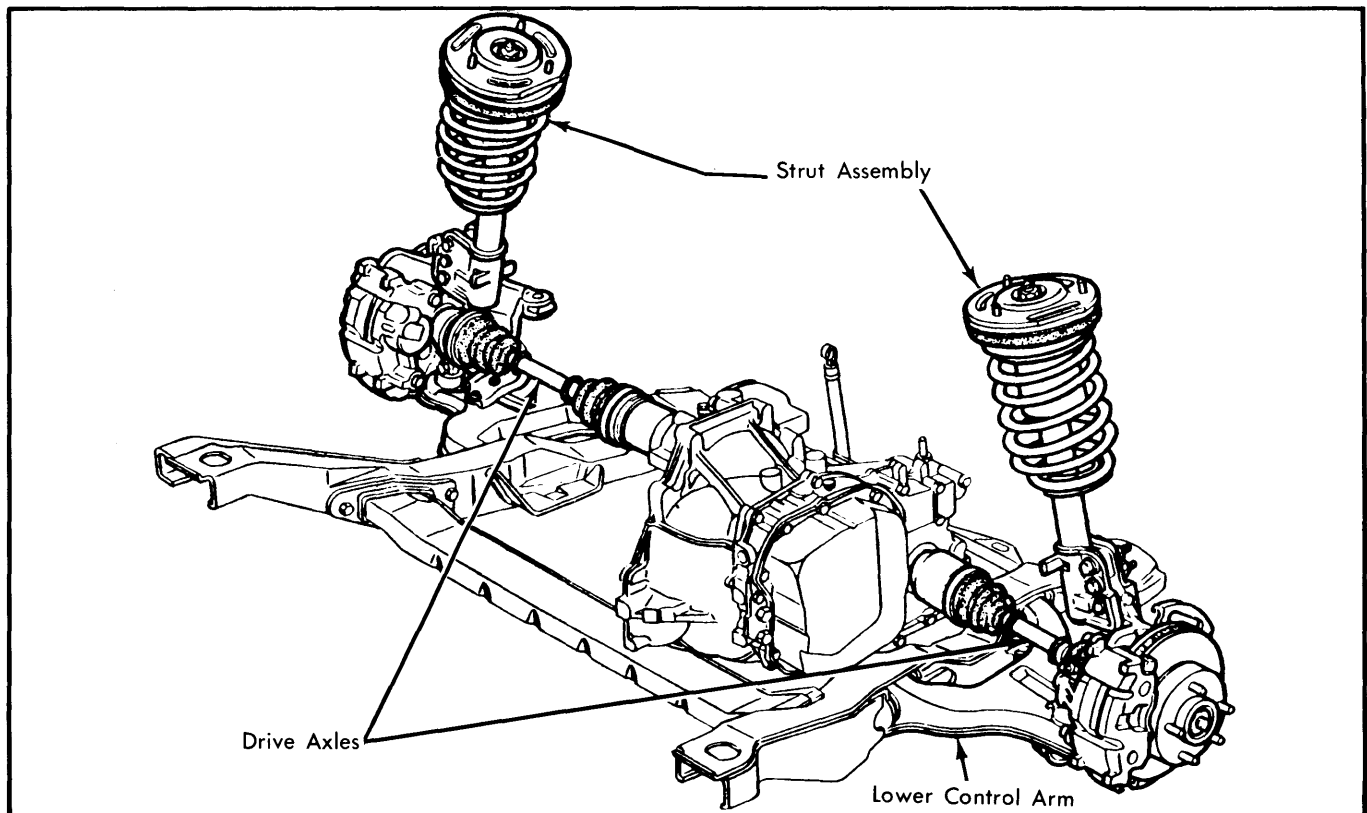


Fig. 1 Assembled View of Front Suspension Assembly

Front Suspension

CITATION, OMEGA, PHOENIX & SKYLARK (Cont.)

Installation — Install steering knuckle to ball joint, place hydraulic jack under lower control arm, raise jack to position steering knuckle holes in alignment with strut holes and install cam bolt and retaining bolts. Torque cam bolts and lower ball joint bolt to specifications. Install tie rod end and tighten to specifications. To complete installation, install rotor, brake caliper and wheel.

STRUT ASSEMBLY

Removal — Raise vehicle and remove wheel. Remove brake line clip bolt, 3 upper strut mounting bolts and lower strut-to-knuckle bolts. Remove strut assembly from vehicle.

Disassembly — Install compressor tool and compress strut spring 1/2". Remove top nut from strut damper shaft. Relieve spring tension and remove strut assembly from compressor tool. Remove strut mounting assembly, spring shield, strut bumper and spring. See Fig. 3.

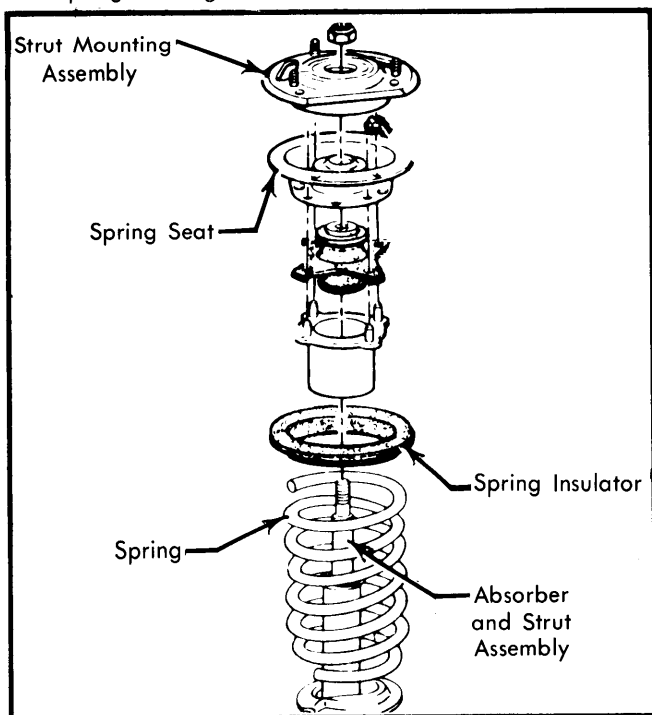


Fig. 3 Exploded View of Strut Assembly

Reassembly — Inspect all parts for wear and replace as necessary. Reverse disassembly procedure using Fig. 3 as a guide.

Installation — Reverse removal procedure making sure to align marks on cam bolt. See Fig. 2.

LOWER CONTROL ARM

Removal — Raise and support vehicle. Remove wheel. Disconnect lower ball joint from steering knuckle. Disconnect stabilizer retaining brackets and remove stabilizer bar. Remove control arm pivot bolts and remove control arm.

Installation — Position control arm in crossmember and install pivot bolts. Connect control arm to steering knuckle. Install stabilizer bar and tighten all bolts to specifications.

STABILIZER BAR

Removal — Raise vehicle, disconnect exhaust pipe at engine. Disconnect stabilizer bar attaching bolts and remove stabilizer bar. See Fig. 4.

Installation — To install, reverse removal procedure.

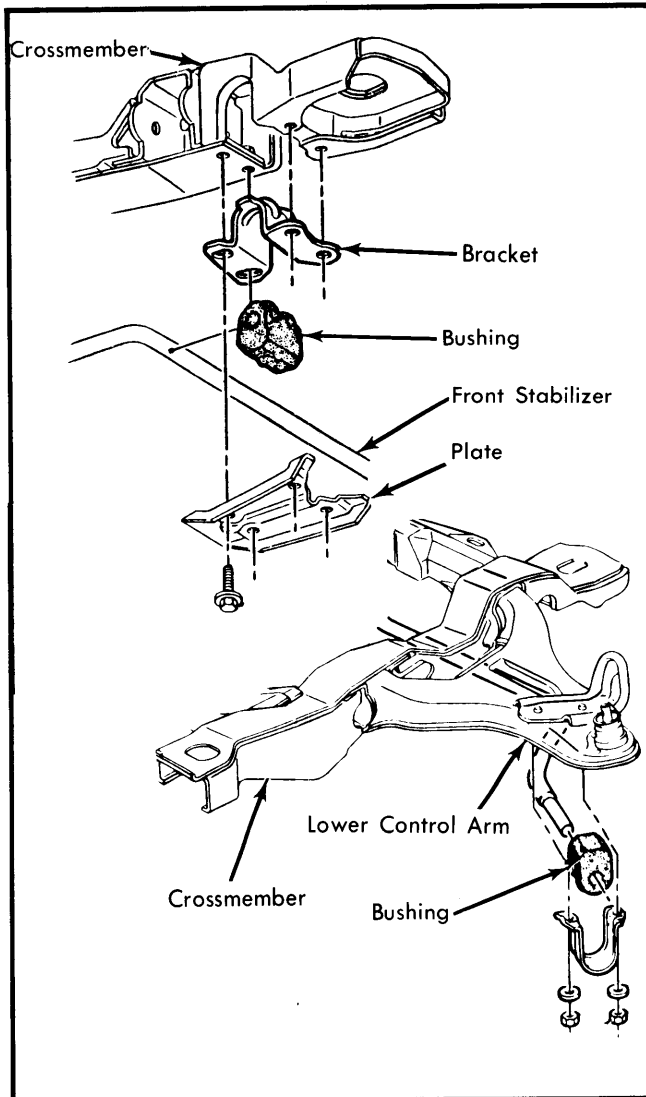


Fig. 4 Exploded View of Stabilizer Bar and Mounting Points

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Cam Bolt	140
Ball Joint-to-Steering Knuckle	45
Control Arm-to-Crossmember	48
Tie Rod End	40
Stabilizer Bar-to-Crossmember	40
Stabilizer Bar-to-Control Arm	35
Strut Assembly-to-Upper Mount	65
Strut Assembly-to-Knuckle	140