

## UPPER SUSPENSION ARM

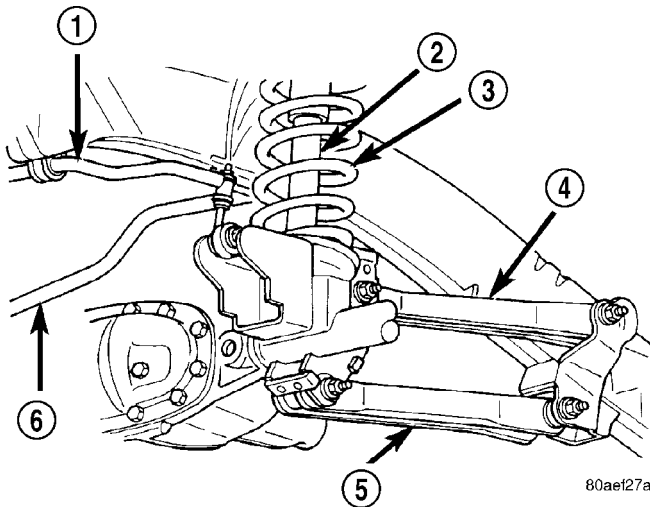
### REMOVAL

#### LEFT

- (1) Raise and support the vehicle.

**NOTE: Discard the nuts and bolts and do not reuse, New nuts and bolts should be used when replacing or servicing the suspension arms.**

- (2) Remove the upper suspension arm nut and bolt at the axle bracket (Fig. 21).
- (3) Remove the nut and bolt at the frame rail and remove the upper suspension arm.



**Fig. 21 Link/Coil Suspension**

- 1 - STABILIZER BAR
- 2 - SHOCK ABSORBER
- 3 - COIL SPRING
- 4 - UPPER SUSPENSION ARM
- 5 - LOWER SUSPENSION ARM
- 6 - TRACK BAR

#### RIGHT

- (1) Raise and support the vehicle.
- (2) Disconnect the exhaust system at the manifolds.
- (3) Disconnect the rubber exhaust mounts at the muffler.
- (4) Support the transmission.
- (5) Remove the transmission cross member.
- (6) Lower the exhaust system down in order to gain access to the removal of the upper bolt.

**NOTE: Discard the nuts and bolts and do not reuse, New nuts and bolts should be used when replacing or servicing the suspension arms.**

- (7) Remove the nut and bolt at the frame rail and remove the upper suspension arm.

- (8) Remove the upper suspension arm nut and bolt at the axle bracket.
- (9) Remove the suspension arm from the vehicle.

### INSTALLATION

#### LEFT

**NOTE: Discard the nuts and bolts and do not reuse, New nuts and bolts should be used when replacing or servicing the suspension arms.**

- (1) Position the upper suspension arm at the axle and frame rail.
- (2) Install the bolts and finger tighten the nuts.
- (3) Remove the supports and lower the vehicle.
- (4) Tighten nut at the axle bracket to 163 N·m (120 ft. lbs.). Tighten nut at frame bracket to 163 N·m (120 ft. lbs.).

#### RIGHT

**NOTE: Discard the nuts and bolts and do not reuse, New nuts and bolts should be used when replacing or servicing the suspension arms.**

- (1) Position the upper suspension arm at the axle and frame rail.
- (2) Install the bolts, then finger tighten the nuts.
- (3) Reconnect the rubber exhaust mounts at the muffler.
- (4) Reconnect the exhaust at the manifolds.
- (5) Install the transmission crossmember.
- (6) Remove the supports and lower the vehicle.
- (7) Tighten nut at the axle bracket to 163 N·m (120 ft. lbs.). Tighten nut at frame bracket to 163 N·m (120 ft. lbs.).

## LOWER SUSPENSION ARM

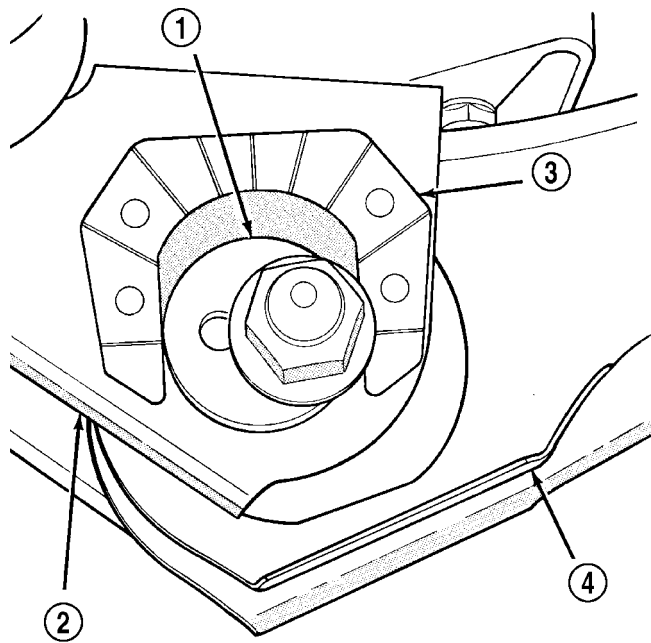
### REMOVAL

- (1) Raise and support the vehicle.
- (2) Paint or scribe alignment marks on the cam adjusters and suspension arm for installation reference (Fig. 22).

**NOTE: Discard the nuts and bolts and do not reuse, New nuts and bolts should be used when replacing or servicing the suspension arms.**

- (3) Remove the lower suspension arm nut, cam and cam bolt from the axle.
- (4) Remove the nut and bolt from the frame rail bracket and remove the lower suspension arm (Fig. 22).

## LOWER SUSPENSION ARM (Continued)



J9302-59

Fig. 22 Adjustment Cam

- 1 - ADJUSTMENT CAM
- 2 - AXLE BRACKET
- 3 - BRACKET REINFORCEMENT
- 4 - LOWER SUSPENSION ARM

## INSTALLATION

**NOTE:** Discard the nuts and bolts and do not reuse. New nuts and bolts should be used when replacing or servicing the suspension arms.

- (1) Position the lower suspension arm at the axle bracket and frame rail bracket.
- (2) Install the rear bolt and finger tighten the nut.
- (3) Install the cam bolt, cam and nut in the axle and align the reference marks.
- (4) Remove support and lower the vehicle.
- (5) Tighten cam nut at the axle bracket to 217 N·m (160 ft. lbs.). Tighten rear nut at the frame bracket to 217 N·m (160 ft. lbs.).

## SHOCK

## DIAGNOSIS AND TESTING

## SHOCK

A knocking or rattling noise from a shock absorber may be caused by movement between mounting bushings and metal brackets or attaching components. These noises can usually be stopped by tightening the attaching nuts. If the noise persists, inspect for damaged and worn bushings, and attaching components. Repair as necessary if any of these conditions exist.

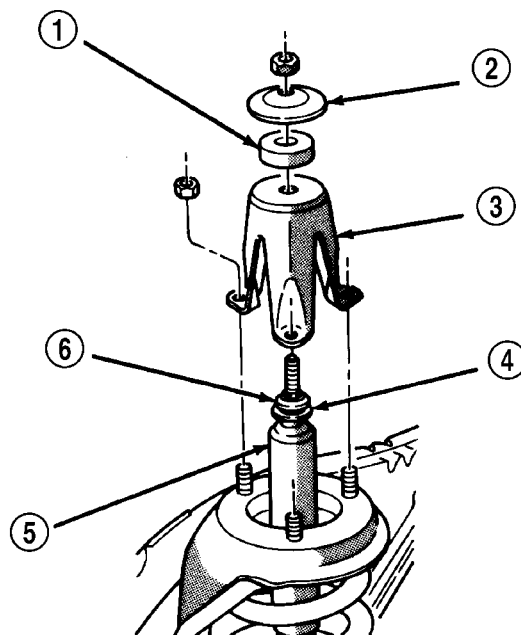
A squeaking noise from the shock absorber may be caused by the hydraulic valving and may be intermittent. This condition is not repairable and the shock absorber must be replaced.

The shock absorbers are not refillable or adjustable. If a malfunction occurs, the shock absorber must be replaced. To test a shock absorber, hold it in an upright position and force the piston in and out of the cylinder four or five times. The action throughout each stroke should be smooth and even.

The shock absorber bushings do not require any type of lubrication. Do not attempt to stop bushing noise by lubricating them. Grease and mineral oil-base lubricants will deteriorate the bushing.

## REMOVAL

- (1) Remove the nut, retainer and grommet from the upper stud in the engine compartment.
- (2) Remove three nuts from the upper shock bracket (Fig. 23).



J9402-46

Fig. 23 Shock Absorber and Bracket

- 1 - GROMMET
- 2 - RETAINER
- 3 - BRACKET
- 4 - RETAINER
- 5 - SHOCK
- 6 - GROMMET

- (3) Remove the lower bolt from the axle bracket (Fig. 24). Remove the shock absorber from engine compartment.

## INSTALLATION

- (1) Position the lower retainer and grommet on the upper stud. Insert the shock absorber through the spring from engine compartment.