IHC COIL SPRING TYPE

150
200

NOTE — Some models use other units. See IHC Leaf Spring Type in this Section.

DESCRIPTION

Independent type front suspension consisting of upper and lower control arms, with steering knuckle mounted between by means of ball joints. Upper and lower control arms are mounted to frame by bolts and rubber bushings. Coil springs are mounted between lower control arms, and formed seats in crossmember. Double-action, hydraulic shock absorbers are mounted to the frame at the top, and to the lower control arms at the bottom. A stabilizer bar is transversely mounted to frame side rails and is connected to wheel stop brackets bolted to lower control arms.

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

COIL SPRINGS

Removal – 1) Raise and support vehicle under frame, and remove wheel. Remove caliper, and hub and disc assembly from steering knuckle. *See appropriate article in BRAKE SYSTEMS Section.* Remove brake shield from steering knuckle, and remove shock absorber. Disconnect stabilizer bar from wheel stop bracket, then remove stop bracket from lower control arm.

2) Using suitable spring compressor tool (SE-2491), compress spring until unseated from lower control arm. Remove cotter pin from upper and lower ball joint studs, then loosen nut on lower ball joint stud slightly. Using suitable separator tool (SE-2493), apply light pressure between ball joint studs and tap on steering knuckle to loosen lower stud in knuckle. Tighten nut on

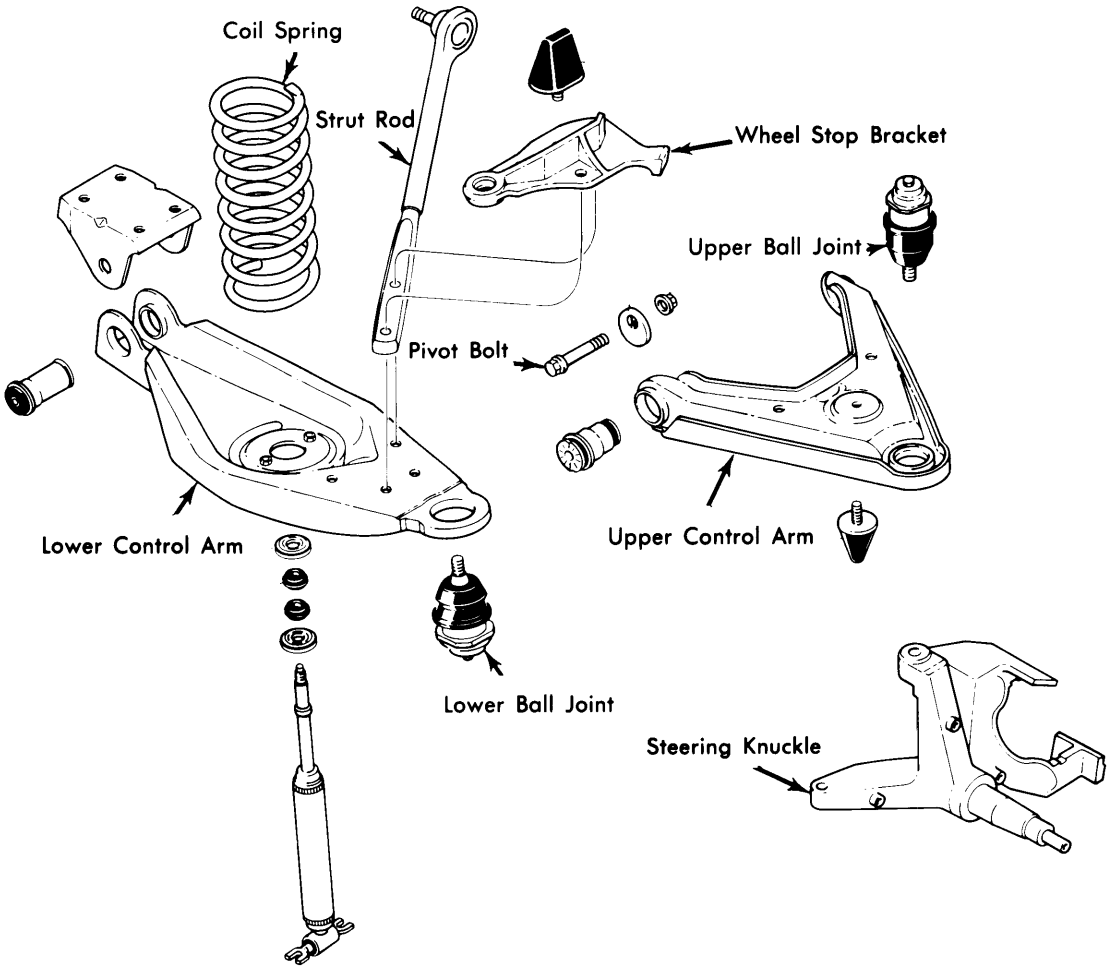

Fig. 1 Exploded View of Front Suspension Components

1974 IHC COIL SPRING TYPE (Cont.)

upper ball joint stud and install cotter pin. Remove nut from lower ball joint stud and separate lower control arm from steering knuckle. Remove coil spring from vehicle.

Installation – To install, reverse removal procedure. Pump brake pedal several times to seat disc pads against brake disc, and check wheel alignment.

STEERING KNUCKLE

Removal – 1) Raise and support vehicle under frame, and remove wheel. Remove caliper, and hub and disc assembly from steering knuckle. *See appropriate article in BRAKE SYSTEMS Section.* Remove brake shield from steering knuckle, and remove shock absorber. Disconnect stabilizer bar from wheel stop bracket, then remove stop bracket from lower control arm.

2) Using suitable spring compressor tool (SE-2491), compress spring until unseated from lower control arm. Remove cotter pin from upper and lower ball joint studs, then loosen nuts on ball joint studs slightly. Using separator tool (SE-2493), apply light pressure between ball joint studs and tap on steering knuckle to loosen studs in knuckle. Remove nuts from upper and lower ball joint studs, and remove steering knuckle from vehicle.

Installation – To install, transfer wheel stop screw to new steering knuckle, then reverse removal procedure.

LOWER CONTROL ARM

Removal – Raise and support vehicle under frame, and remove wheel. Remove coil spring. *See Coil Spring Removal.* Remove lower control arm-to-frame attaching bolt and remove control arm from vehicle.

Installation – To install, reverse removal procedure, making sure coil spring is fully seated in lower control arm. Tighten control arm-to-frame bolt completely after weight of vehicle is supported by suspension.

UPPER CONTROL ARM

Removal – Raise and support vehicle under frame, and remove wheel. Remove shock absorber from vehicle. Using suitable spring compressor tool (SE-2491), compress spring until unseated from lower control arm. Position suitable jack under lower control arm ball joint, and raise jack until it is just touching ball joint. Remove cotter pin from upper ball joint stud and loosen nut slightly. Using suitable separator tool (SE-2493), apply light pressure between ball joint studs and tap on steering knuckle to loosen stud in knuckle. Remove upper ball joint nut and lift upper control arm from knuckle. Remove upper control arm-to-frame attaching bolts, and remove control arm from vehicle.

Installation – To install, reverse removal procedure, making sure alignment adjusting cams are in 6 o'clock position when installed. Check wheel alignment.

BALL JOINTS

Removal & Installation – Lower ball joint should be pressed from control arm after control arm is removed from vehicle. Upper ball joint may be pressed from control arm while control arm is attached to vehicle at frame only. To install, press new ball joint into control arm and reinstall control arm on vehicle.

STABILIZER BAR

Removal & Installation – Raise and support vehicle under frame. Remove stabilizer bar-to-frame retaining clamps, and remove stabilizer bar-to-lower control arm links. Remove stabilizer bar from vehicle. To install, reverse removal procedure, and tighten all nuts and bolts.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Lower Ball Joint	
100 Models	80-90
200 Models	90-100
Lower Control Arm Pivot Bolt	190-210
Strut Bar Mounting Bolts	70-80
Shock Absorber Mounting Nuts	
Upper	20-25
Lower	15-20
Upper Ball Joint	
100 Models	70-80
200 Models	80-90
Upper Control Arm Pivot Bolts	65-75
Control Arm Bracket-to-Frame Nuts	36-42