

10 Apply a light coat of multi-purpose grease to the mounting pin on the lower torsion arm.

11 Slide the lower end of the shock absorber onto the mounting pin and install the nut, but don't tighten it completely yet.

12 Install the damping ring (bushing) on the buffer stud with the shoulder facing up (see illustration).

13 Extend the piston damper rod up and push it through the hole in the shock tower. Install the second damping ring plate and the upper mounting nut.

14 Raise the floor jack until the shock bump stop is firmly pressing against the underside of the shock tower. Tighten the upper and lower mounting nuts securely.

2.7b Exploded view of a typical shock absorber for balljoint models

- | | | | |
|---|--------------------|---|-----------------------------------|
| 1 | Shock absorber | 5 | Bushings or damping rings for pin |
| 2 | Outer tube | 6 | Plate for bushings |
| 3 | Buffer | 7 | Upper mounting nut |
| 4 | Buffer stud or pin | | |



2.12 Install the damping ring on the shock absorber before you slip the damper rod through the upper mounting hole in the shock tower

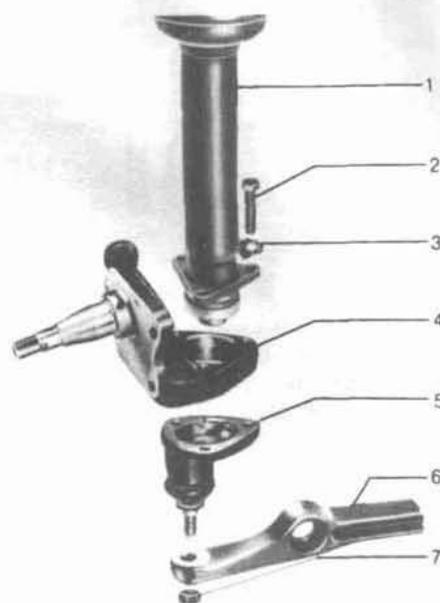
two bolts and nuts that attach the strut to the steering knuckle (see illustration).

6 Pull the strut off the steering knuckle. On 1968 through 1973 models, install one bolt to support the knuckle while the strut's out (see illustration).

7 Working from inside the luggage compartment, remove the three upper mounting nuts (see illustration). When you get to the third nut, reach under the fender and hold the strut so it doesn't fall.

Installation

8 Installation is the reverse of removal. Use new lock plates for the three lower mounting bolts on 1968 through 1973 models. Tighten



3.4 Exploded view of 1968 through 1973 MacPherson strut and steering knuckle assembly

- | | |
|---|-----------------------|
| 1 | Strut |
| 2 | Strut-to-knuckle bolt |
| 3 | Lockplate |
| 4 | Steering knuckle |
| 5 | Balljoint |
| 6 | Control arm |
| 7 | Self-locking nut |

All models

15 Lower the floor jack and remove it. Install the wheel and tighten the wheel lug bolts snugly. Remove the jackstands and lower the vehicle. Tighten the wheel lug bolts to the torque listed in the Chapter 1 Specifications.

3 Struts - removal and installation

Refer to illustrations 3.4, 3.5, 3.6 and 3.7

Removal

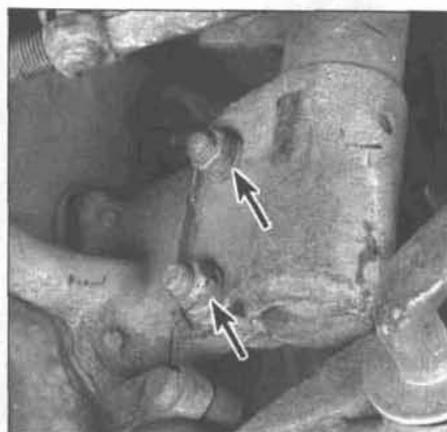
1 Loosen the wheel lug bolts, raise the front of the vehicle, place it securely on jackstands and remove the wheels.

2 Pry off the speedometer cable clip from the left brake drum and pull out the speedometer cable through the back of the steering knuckle.

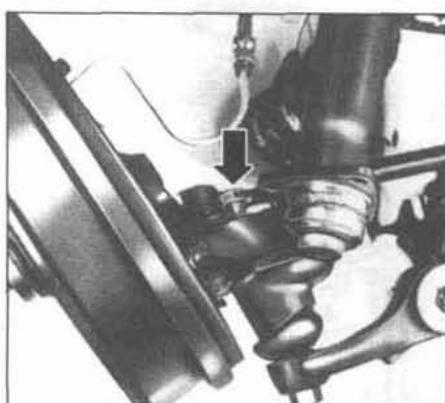
3 Pry off the U-clip from the threaded fitting between the brake hose and the metal brake line and pull the fitting out of its bracket on the strut. Don't disconnect the fitting or you'll have to bleed the brakes!

4 On 1968 through 1973 models, bend down the lockplates and remove the three bolts that hold the balljoint and steering knuckle on the strut (see illustration).

5 On 1974 and later models, remove the



3.5 Remove the strut-to-steering knuckle bolts (arrows)



3.6 On 1968 through 1973 models, put one of the strut-to-knuckle bolts back through the knuckle mounting flange and screw it into the balljoint flange to support the knuckle while the strut's removed



3.7 Working from inside the luggage compartment, remove these three upper mounting nuts - when you get to the third nut, reach under the fender and hold the strut so it doesn't fall when you remove the nut