

SECTION : 2D

REAR SUSPENSION

CAUTION : *Disconnect the negative battery cable before removing or installing any electrical unit or when a tool or equipment could easily come in contact with exposed electrical terminals. Disconnecting this cable will help prevent personal injury and damage to the vehicle. The ignition must also be in LOCK unless otherwise noted.*

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SPECIFICATIONS

GENERAL SPECIFICATIONS

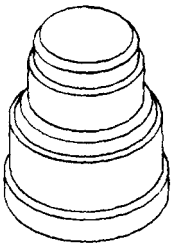
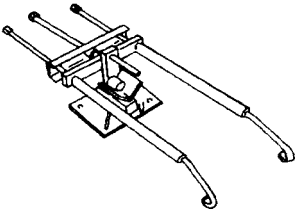
Application	Description
Lubrication	Wheel Bearing Lubricant GM P/N 1051344

FASTENER TIGHTENING SPECIFICATIONS

Application	N•m	Lb-Ft	Lb-In
Crossmember-to-Body Bolts	93	69	
Strut Dampener-to-Strut Mount Nut	75	55	
Front Parallel Link-to-Crossmember Bolt	75	55	
Front Parallel Link-to-Knuckle Bolt	75	55	
Fuel Filler Hose Shield Bolt	20	15	
Knuckle-to-Strut Assembly Nuts	100	74	
Rear Parallel Link-to-Knuckle Bolt	90	66	
Rear Trailing Link-to-Trailing Link Bracket Nut	100	74	
Rear Trailing Link-to-Knuckle Bolt	85	63	
Stabilizer Link-to-Strut Assembly Nut	47	35	
Stabilizer Shaft Clamp Bolts	25	18	
Stabilizer Shaft-to-Stabilizer Link Nut	47	35	
Strut Mount-to-Body Nuts	30	22	
Trailing Link Bracket-to-Body Bolts	93	69	
Trailing Link-to-Trailing Link Bracket Nut	100	74	
Wheel Bearing Spindle Nut	25-180° +1	18-180° +0.75	

SPECIAL TOOLS

SPECIAL TOOLS TABLE

 <p style="text-align: center;">B106D035</p>	<p style="text-align: center;">KM-266-A Installer</p>	 <p style="text-align: center;">A106C031</p>	<p style="text-align: center;">KM-329-A Spring Compressor</p>
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DIAGNOSIS

EXCESSIVE FRICTION CHECK

Check excessive friction in the rear suspension as follows:

1. With the aid of a helper, lift up on the rear bumper and raise the vehicle as high as possible. Slowly release the bumper and allow the car to assume normal trim height.
2. Measure the distance from the floor to the center of the bumper.
3. Push down on the bumper, release slowly, and allow the car to assume normal trim height.

4. Measure the distance from the floor to the center of the bumper.

The difference between the two measurements should be less than 12.7 mm (0.50 inch). If the difference exceeds this limit, inspect the control arms for damage or wear.

STRUT DAMPENER

A strut dampener is basically a shock absorber. However, strut dampeners are easier to extend and retract by hand than are shock absorbers.

Struts Seem Weak

Checks	Action
Check the tire pressures.	Adjust the tire pressures to the specifications on the tire placard.
Check the load conditions under which the vehicle is normally driven.	Consult with the owner to confirm the owner's understanding of normal load conditions.
Check the compression and rebound effectiveness of the strut dampener.	Quickly push down and then lift up on the corner of the bumper nearest the strut dampener being tested. Compare the compression and rebound with those of a similar vehicle that has an acceptable ride quality. Replace the strut dampener, if needed.

Struts Are Noisy

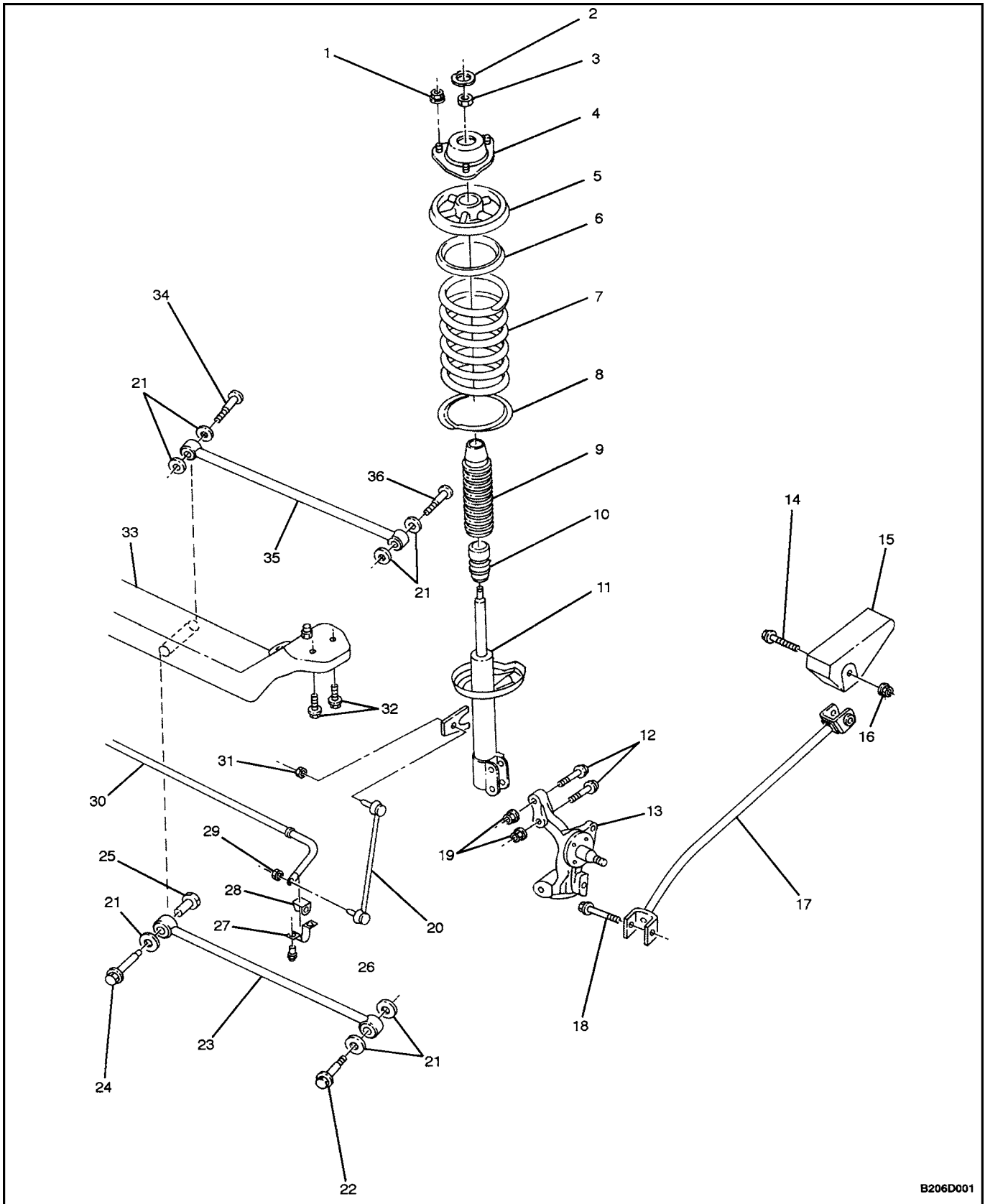
Checks	Action
Check the mountings for looseness or damage.	Tighten the strut dampener. Replace the strut dampener, if needed.
Check the compression and rebound effectiveness of the strut dampener.	Quickly push down and then lift up on the corner of the bumper nearest the strut dampener being tested. Compare the compression and rebound with those of a similar vehicle that has an acceptable ride quality. Replace the strut dampener, if needed.

Leaks

Checks	Action
Check for a slight trace of fluid.	The strut dampener is OK.
Check the seal cover on the fully extended strut.	Replace the strut dampener.
Check for an excessive amount of fluid on the strut dampener.	Replace the strut dampener.

COMPONENT LOCATOR

REAR SUSPENSION

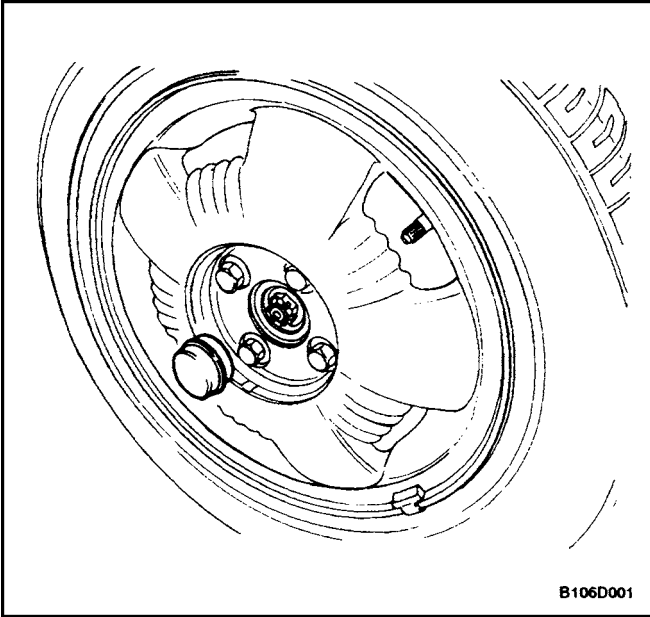


B206D001

1. Strut Assembly-to-Body Nut

2. Strut Mount Dust Cap

-
3. Strut Mount Lock Nut
 4. Strut Mount
 5. Upper Spring Seat
 6. Upper Spring Insulation Ring
 7. Rear Spring
 8. Lower Spring Insulation Ring
 9. Strut Dampener Dust Cover
 10. Hollow Bumper
 11. Strut Dampener
 12. Strut Assembly-to-Knuckle Bolt
 13. Rear Knuckle
 14. Trailing Link-to-Trailing Link Bracket Bolt
 15. Trailing Link Bracket
 16. Trailing Link-to-Trailing Link Bracket Nut
 17. Trailing Link
 18. Trailing Link-to-Knuckle Bolt
 19. Strut Assembly-to-Knuckle Nut
 20. Stabilizer Link
 21. Washer
 22. Rear Parallel Link-to-Knuckle Bolt
 23. Rear Parallel Link
 24. Rear Parallel Link-to-Crossmember Bolt
 25. Rear Toe Adjusting Cam
 26. Stabilizer Shaft Clamp Bolt
 27. Stabilizer Shaft Clamp
 28. Stabilizer Shaft Insulator
 29. Stabilizer Shaft-to-Stabilizer Link Nut
 30. Stabilizer Shaft
 31. Stabilizer Link-to-Strut Assembly Nut
 32. Rear Crossmember-to-Body Bolts
 33. Rear Crossmember
 34. Front Parallel Link-to-Crossmember Bolt
 35. Front Parallel Link
 36. Front Parallel Link-to-Knuckle Bolt



MAINTENANCE AND REPAIR

ON-VEHICLE SERVICE

WHEEL BEARING ADJUSTMENT

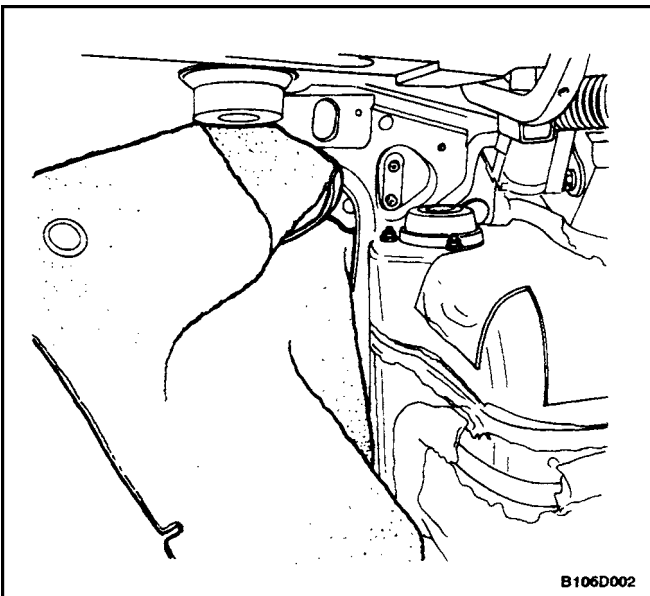
Adjustment Procedure

1. Remove the dust cap from the hub and the cotter pin from the spindle.

Tighten

Tighten the wheel bearing spindle nut to 25 N•m (18 lb–ft) while turning the wheel assembly forward by hand to fully seat the bearings. This will remove any grease or burrs which could cause excessive wheel bearing play.

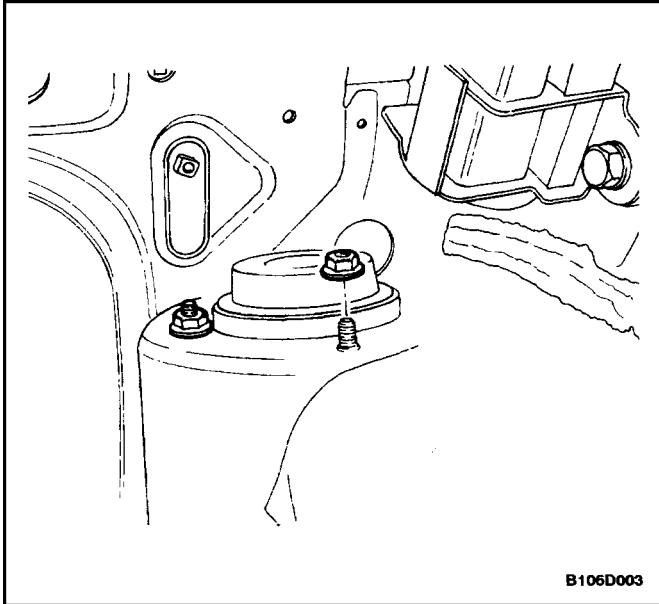
2. Loosen the wheel bearing spindle nut 180 degrees.
3. Tighten the wheel bearing spindle nut to 1 N•m (9 lb–in).
4. Install the new cotter pin and bend the ends.
5. Measure the end play. There will be from 0.03 to 0.13 mm (0.001 to 0.005 inch) end play when the wheel bearing is properly adjusted.
6. Install the dust cap on the hub.



STRUT ASSEMBLY

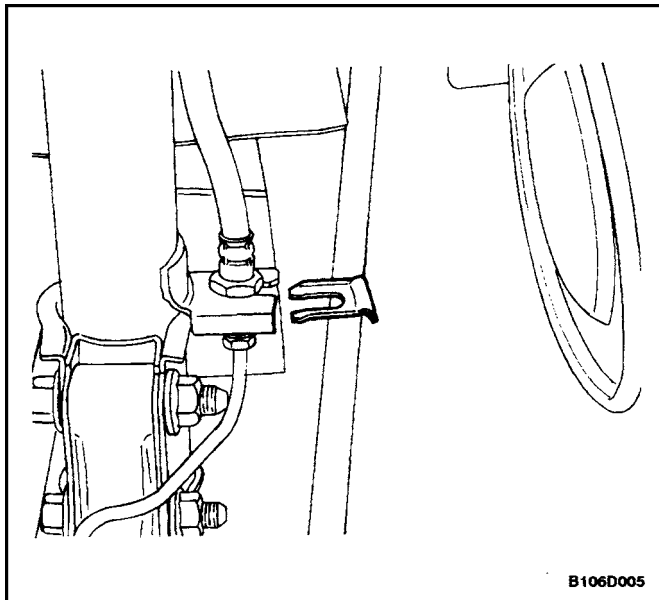
Removal Procedure

1. Remove the trunk carpeting that covers the rear strut mounting nuts. For station wagons, remove the panels that cover the luggage compartment wheelhouse trim panel (wagon). Refer to *Refer to Section 9G, Interior Trim.*



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2. Remove the rear strut mounting nuts.

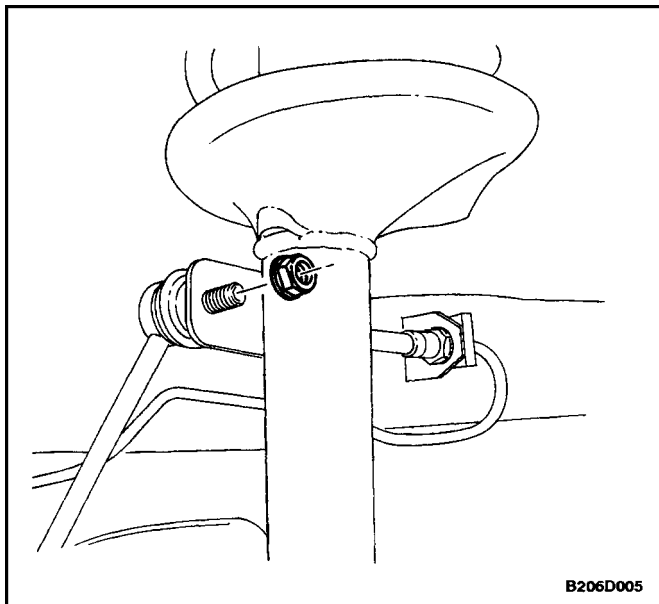


B106D005

3. Raise and suitably support the vehicle.
4. Remove the wheel. Refer to Section 2E, Tires and Wheels.
5. Disconnect the parking brake. Refer to Section 4G, Parking Brake.

Important : On vehicles equipped with rear drum brakes, the brake hose will easily disconnect from the strut assembly as the assembly is being removed from the vehicle. On vehicles equipped with rear disc brakes, the brake hose can be disconnected from the strut assembly at any time.

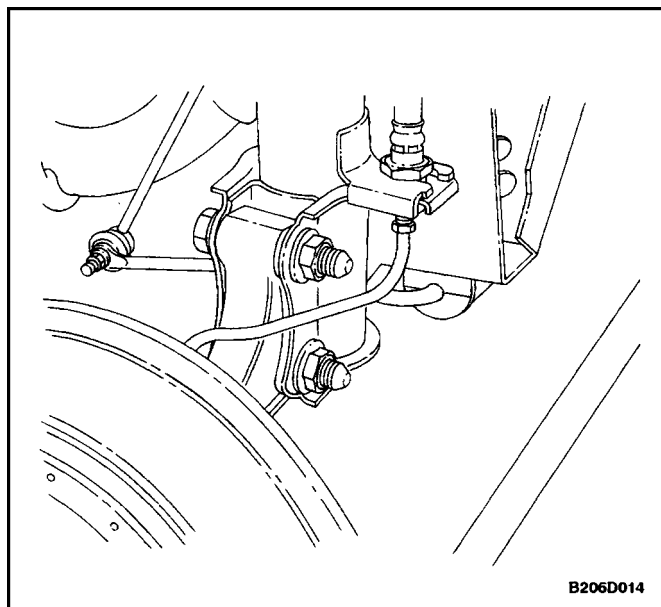
6. Remove the clip that holds the brake hose to the strut assembly.



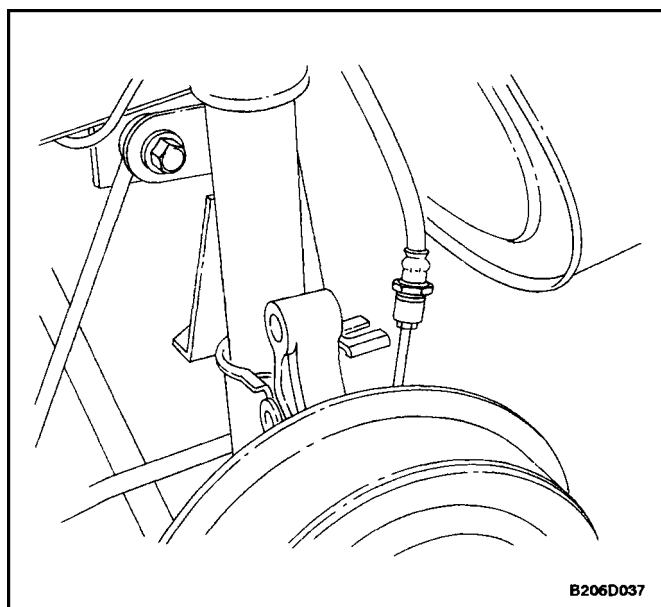
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7. Remove the stabilizer link-to-strut assembly nut and disconnect the stabilizer link from the strut assembly.

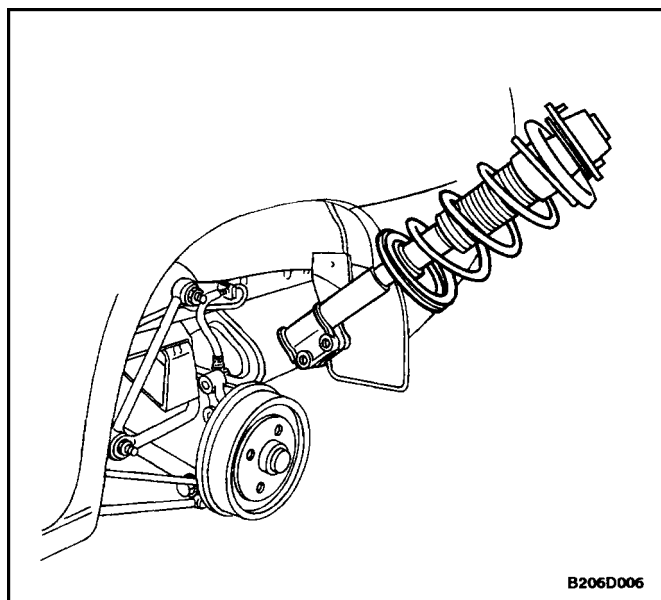
2D – 8 REAR SUSPENSION



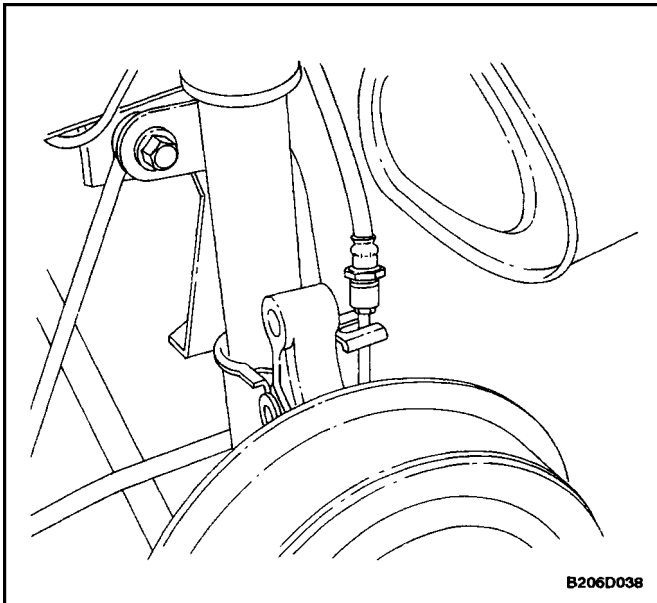
8. Remove the knuckle-to-strut assembly nuts and the bolts.



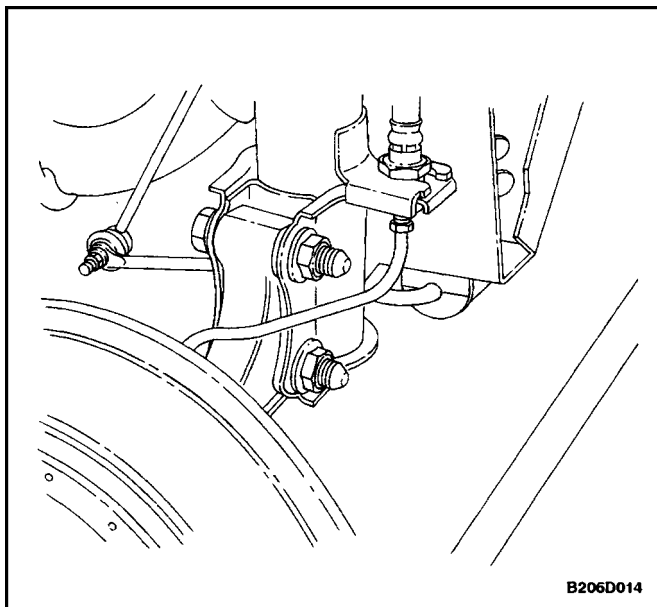
9. On vehicles equipped with rear drum brakes, lower the strut assembly and separate the brake line from the strut assembly.



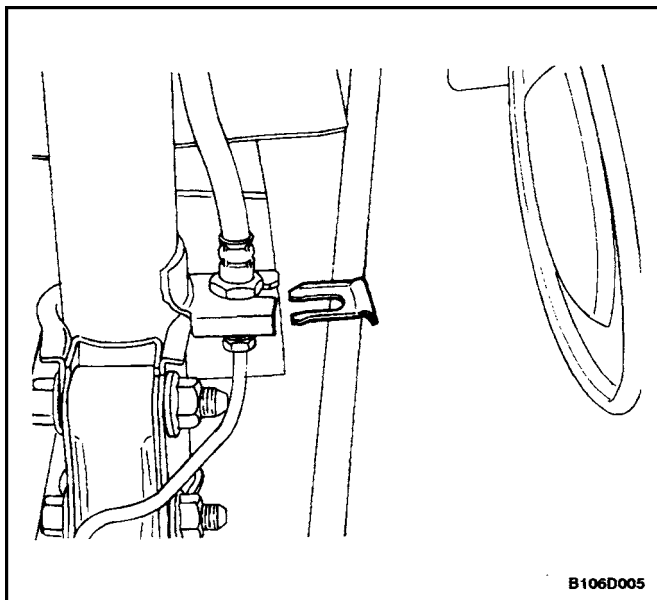
10. Remove the rear strut assembly from the vehicle.



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Installation Procedure

Important : On vehicles equipped with rear drum brakes, the brake hose will easily connect to the strut assembly as the assembly is being installed into the vehicle. On vehicles equipped with rear disc brakes, the brake hose can be connected to the strut assembly at any time after the strut assembly has been installed into the vehicle.

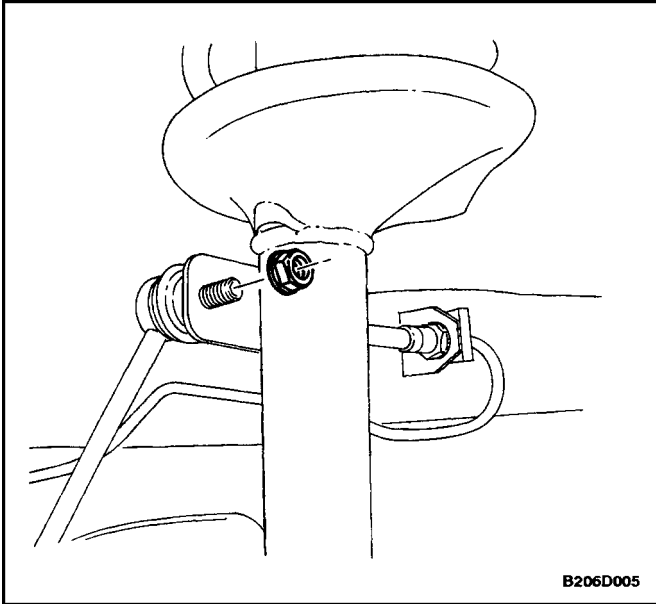
1. Install the rear strut assembly into the vehicle. On vehicles equipped with rear drum brakes, secure the brake line into the holder as the assembly goes into place.

2. Secure the strut assembly by loosely attaching the strut mount-to-body nuts.
3. Install the knuckle-to-strut assembly nuts and bolts. Do not tighten.

4. Install the clip holding the brake hose to the strut assembly.

Tighten

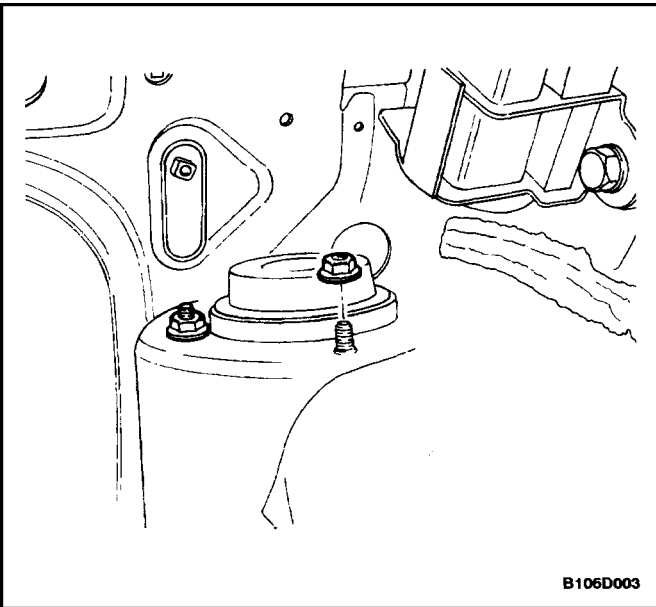
Tighten the knuckle-to-strut assembly nuts to 100 N•m (74 lb-ft).



5. Connect the stabilizer link to the strut assembly and install the stabilizer link-to-strut assembly nut.

Tighten

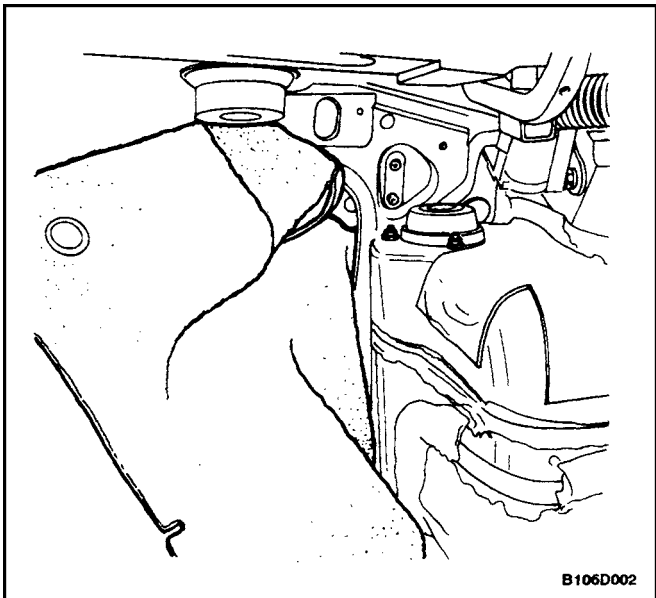
Tighten the stabilizer link-to-strut assembly nut to 47 N•m (35 lb-ft).



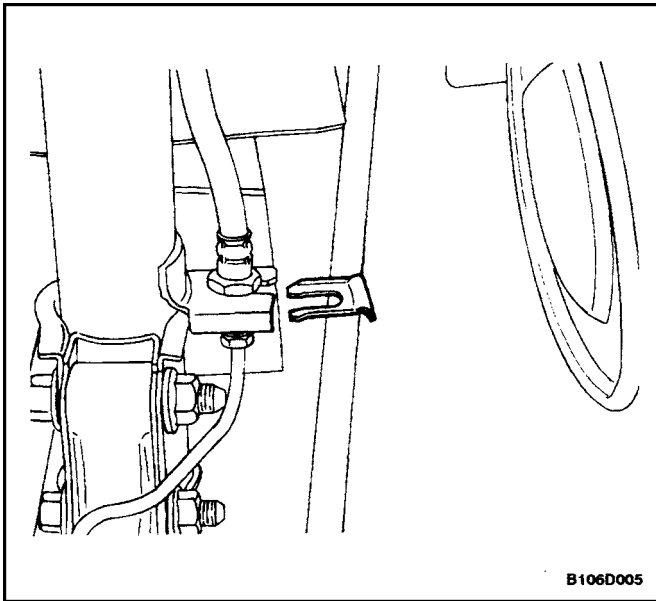
6. Connect the parking brake. Refer to *Section 4G, Parking Brake*.
7. Install the wheel. Refer to *Section 2E, Tires and Wheels*.
8. Lower the vehicle.

Tighten

Tighten the strut mount-to-body nuts to 30 N•m (22 lb-ft).



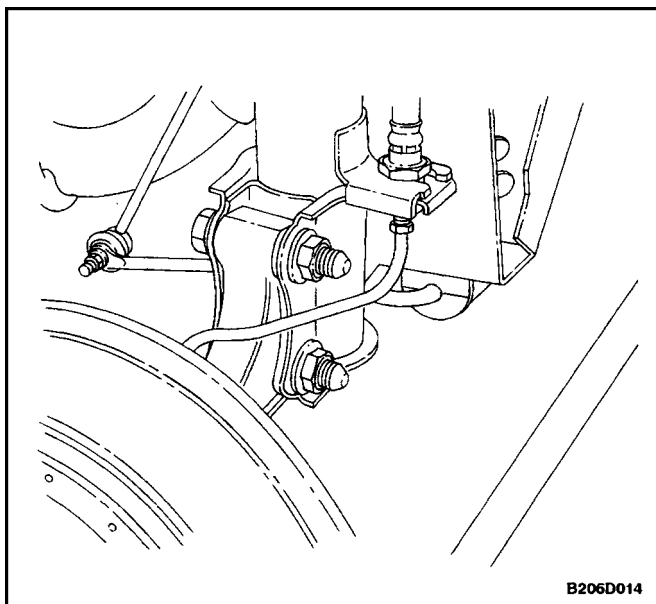
9. Install the trunk carpeting over the rear strut mounting nuts. For station wagons, remove the panels that cover the luggage compartment wheelhouse trim panel (wagon). Refer to *Section 9G, Interior Trim*.



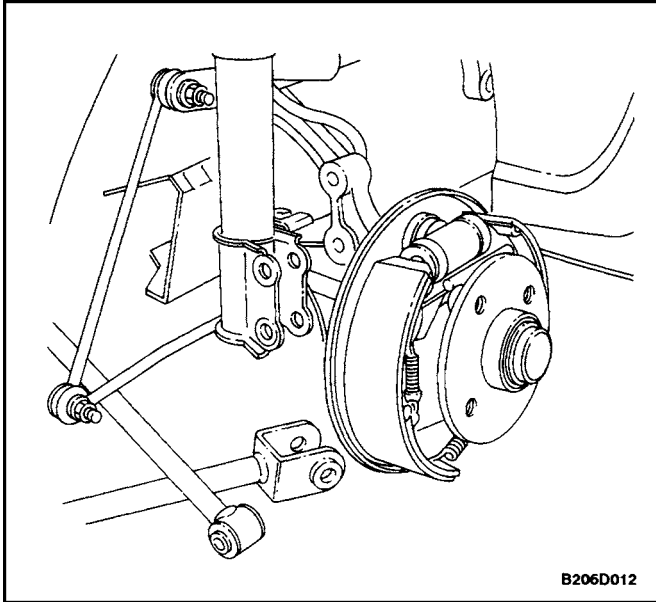
KNUCKLE ASSEMBLY

Removal Procedure

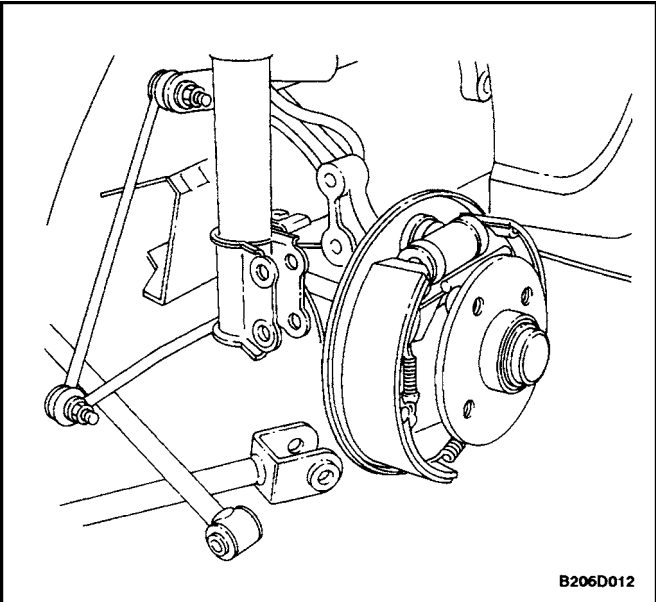
1. Raise and suitably support the vehicle.
2. Remove the wheel. Refer to *Section 2E, Tires and Wheels*.
3. On vehicles equipped with the antilock braking system, remove the ABS speed sensor. Refer to *Section 4F, Antilock Brake System*.
4. On vehicles equipped with rear disc brakes, remove the rear brake caliper from the knuckle assembly. Refer to *Section 4E, Rear Brakes*.
5. Disconnect the parking brake from the knuckle assembly. Refer to *Section 4G, Parking Brake*.
6. Disconnect the front and the rear parallel links from the knuckle. Refer to "Front Parallel Link" in this section.
7. Disconnect the rear parallel link from the knuckle. Refer to "Rear Parallel Link" in this section.
8. Disconnect the rear trailing link from the rear knuckle. Refer to "Rear Trailing Link" in this section.
9. On vehicles equipped with rear drum brakes, remove the clip that secures the brake line to the strut assembly.



10. On vehicles equipped with rear drum brakes, disconnect the brake line from the knuckle assembly. Refer to *Section 4E, Rear Brakes*.
11. Remove the rear knuckle-to-strut assembly nuts and the bolts.

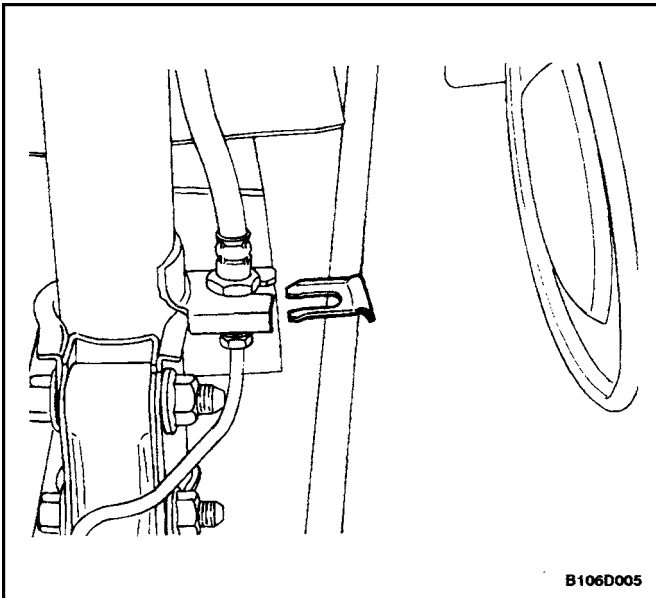


12. Disconnect the brake line from the strut assembly and remove the rear knuckle from the strut assembly.

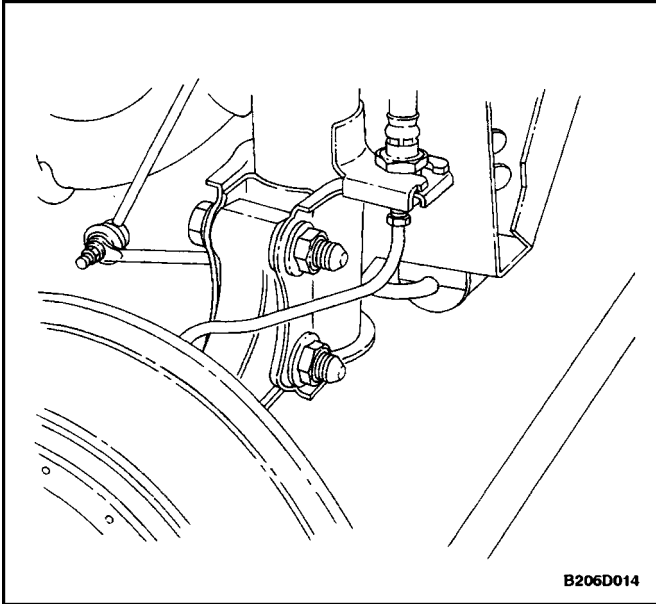


Installation Procedure

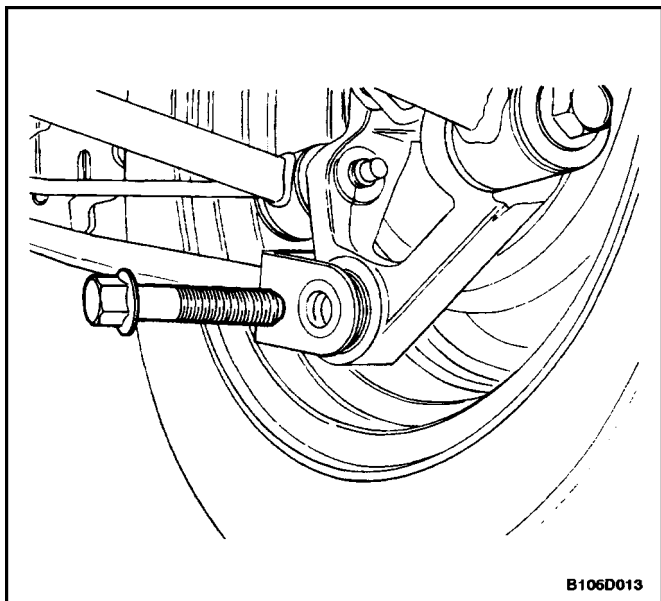
1. Install the rear knuckle into the vehicle and install the brake line into the strut assembly bracket.



2. Install the knuckle-to-strut assembly bolts and nuts. Do not tighten.
3. Install the clip securing the brake line to the strut assembly.



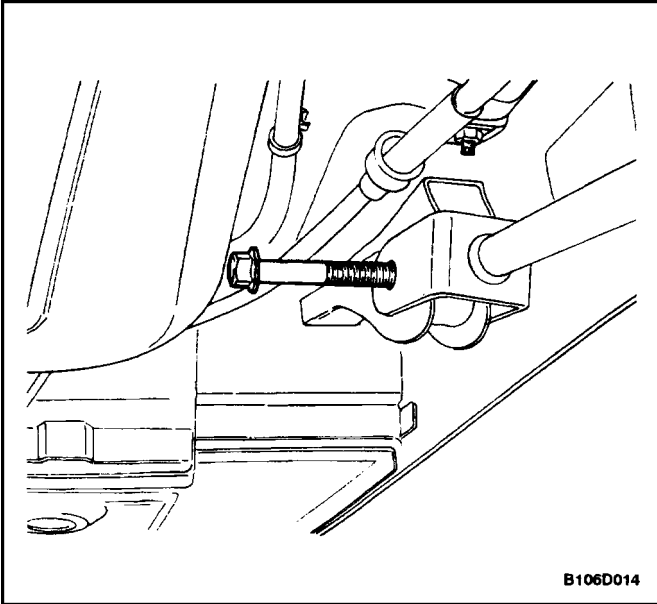
4. Install the rear knuckle into the vehicle and install the brake line into the strut assembly bracket.
- Tighten**
Tighten the knuckle-to-strut assembly nuts to 100 N•m (74 lb–ft).
5. Connect the rear trailing link to the rear knuckle. Refer to "Rear Trailing Link" in this section.
 6. Connect the rear parallel link to the knuckle. Refer to "Rear Parallel Link" in this section.
 7. Connect the front parallel link to the knuckle. Refer to "Front Parallel Link" in this section.
 8. Connect the parking brake to the knuckle assembly. Refer to *Section 4G, Parking Brake*.
 9. On vehicles equipped with rear drum brakes, connect the brake line to the knuckle assembly. On vehicles equipped with rear disc brakes, install the rear brake caliper onto the knuckle assembly. Refer to *Section 4E, Rear Brakes*.
 10. On vehicles equipped with the antilock braking system, install the ABS speed sensor. Refer to *Section 4F, Antilock Brake System*.
 11. Install the wheel. Refer to *Section 2E, Tires and Wheels*.
 12. Lower the vehicle.



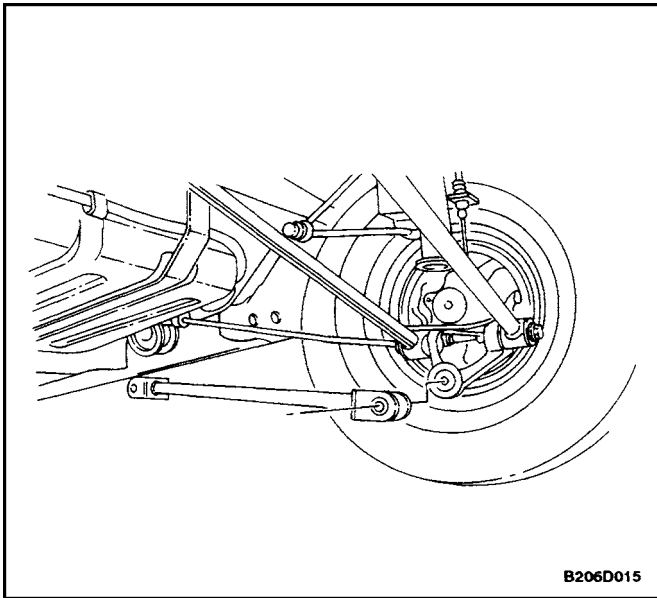
TRAILING LINK

Removal Procedure

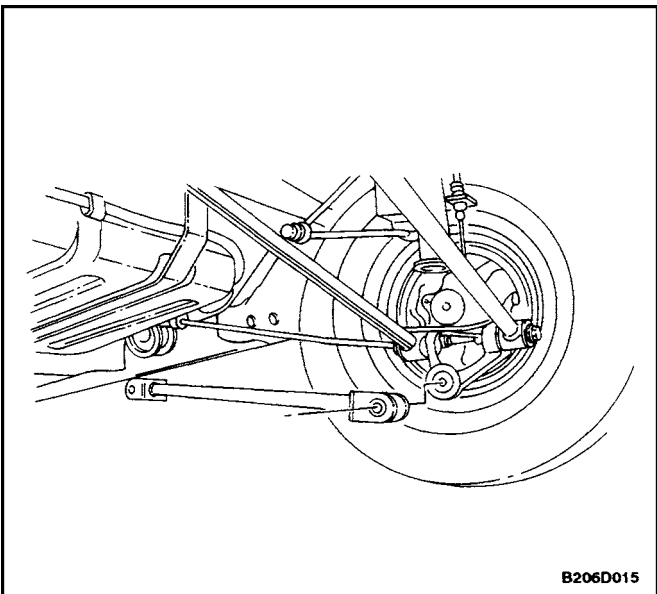
1. Raise and suitably support the vehicle.
2. Remove the rear trailing link-to-rear knuckle bolt.



3. Remove the rear trailing link-to-trailing link bracket nut and the rear trailing link-to-knuckle bolt.

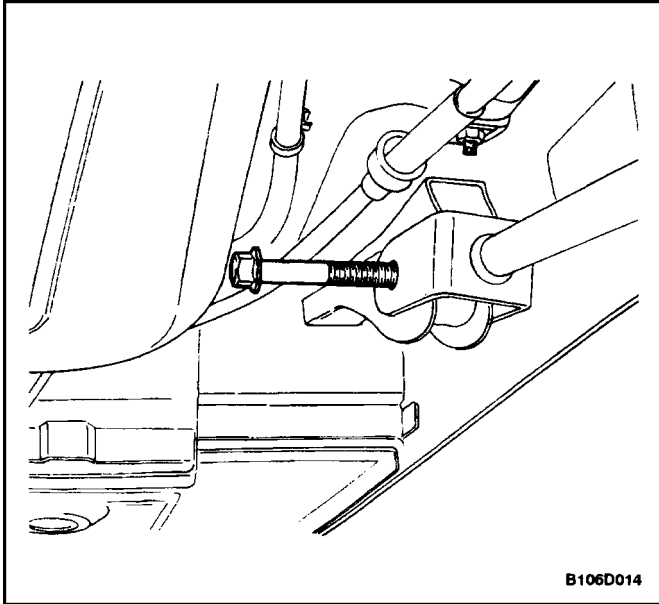


4. Remove the rear trailing link.

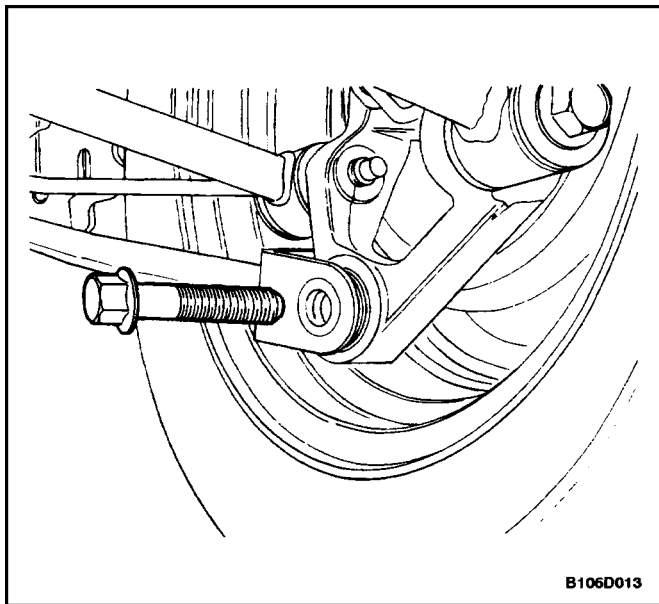


Installation Procedure

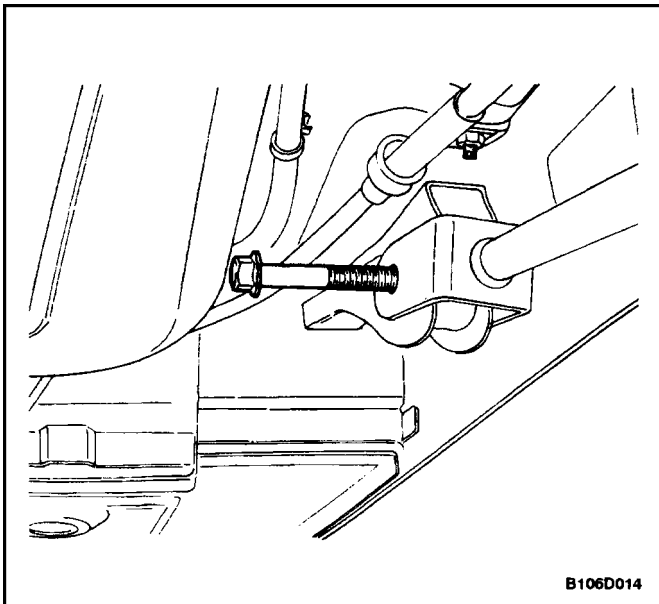
1. Install the rear trailing link.



2. Install the rear trailing link bracket nut and the bolt.
Tighten
 Tighten the rear trailing link-to-trailing link bracket nut to 100 N•m (74 lb-ft).



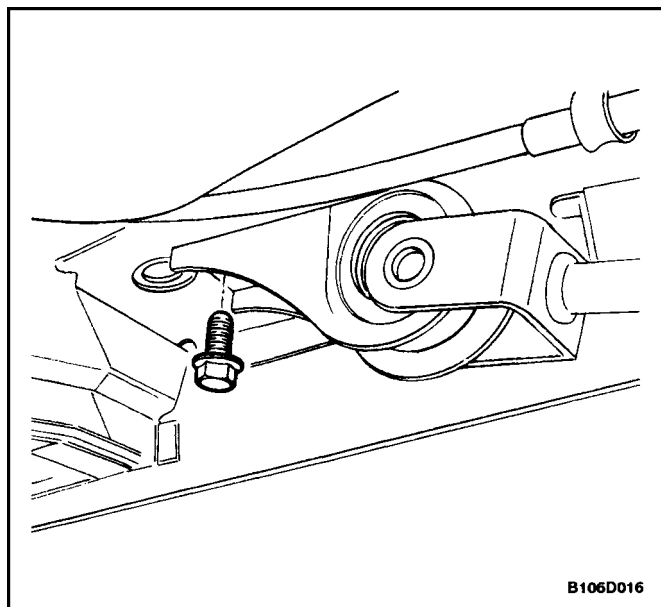
3. Install the trailing link-to-knuckle bolt.
Tighten
 Tighten the rear trailing link-to-knuckle bolt to 85 N•m (63 lb-ft).
4. Lower the vehicle.



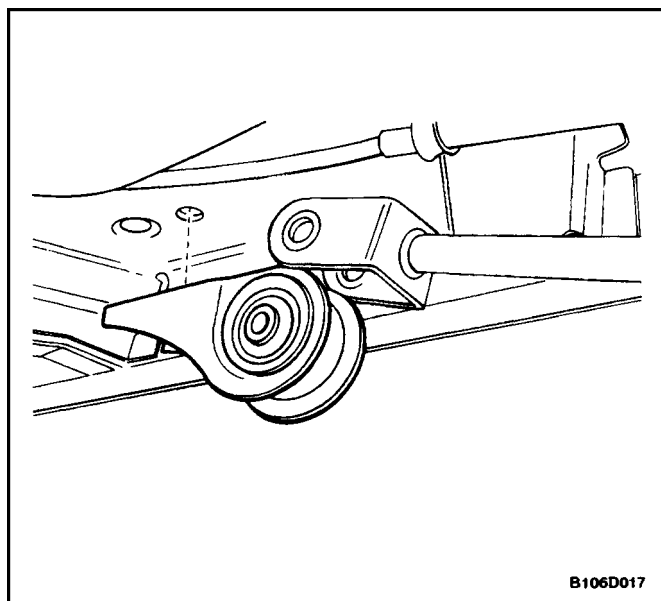
TRAILING LINK BRACKET

Removal Procedure

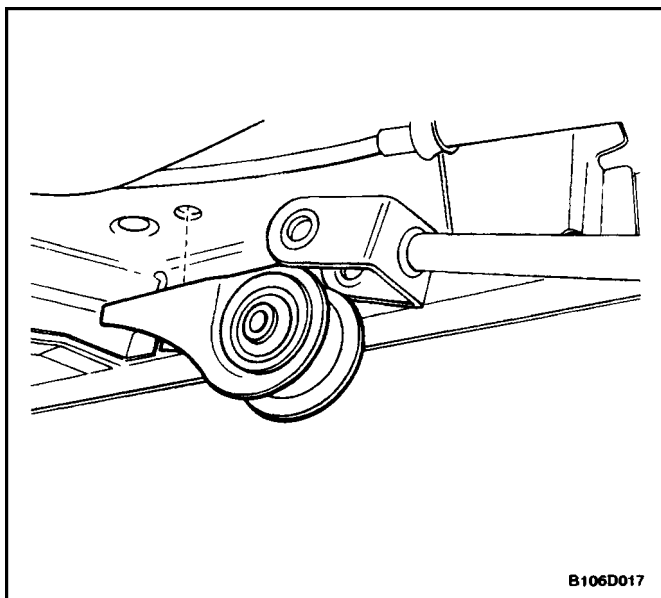
1. Raise and suitably support the vehicle.
2. Remove the trailing link-to-trailing link bracket nut and the bolt.



3. Remove the trailing link bracket-to-body bolts.

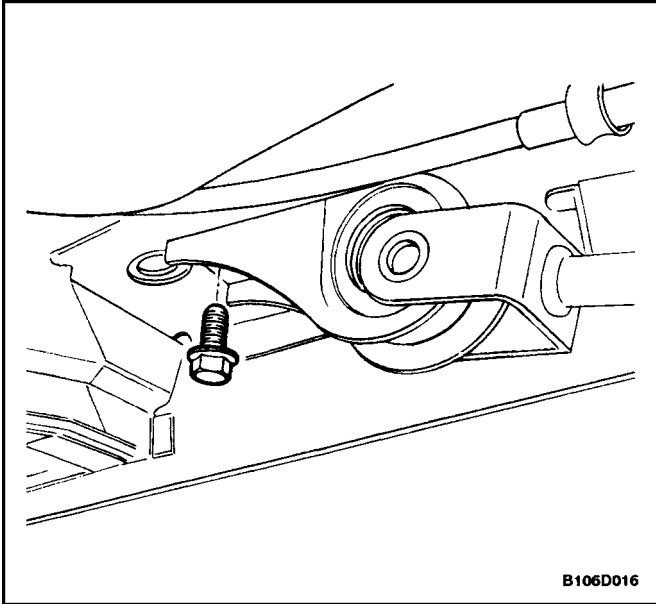


4. Remove the trailing link bracket.



Installation Procedure

1. Install the trailing link bracket.

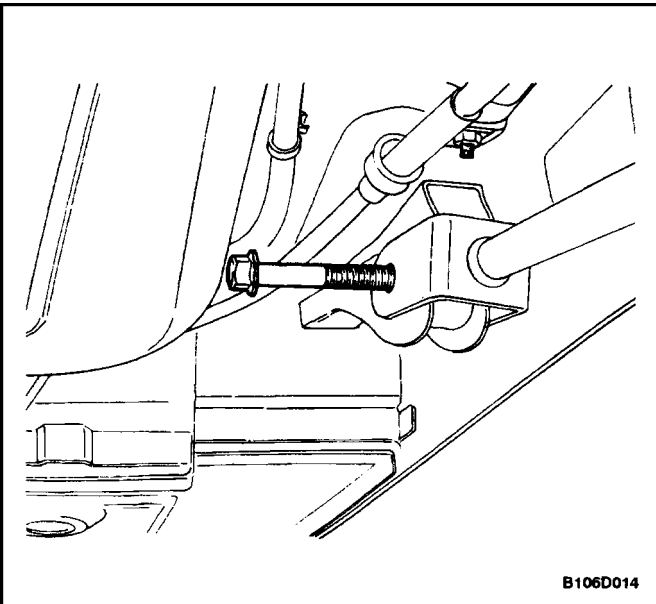


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2. Install the trailing link bracket-to-body bolts.

Tighten

Tighten the trailing link bracket-to-body bolts to 93 N•m (69 lb-ft).



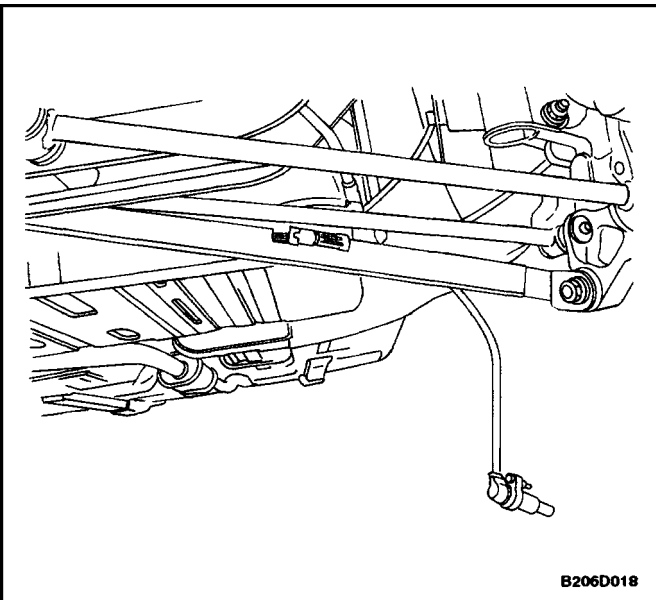
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3. Connect the trailing link to the trailing link bracket by installing the trailing link-to-trailing link bracket nut and bolt.

Tighten

Tighten the trailing link-to-trailing link bracket nut to 100 N•m (74 lb-ft).

4. Lower the vehicle.

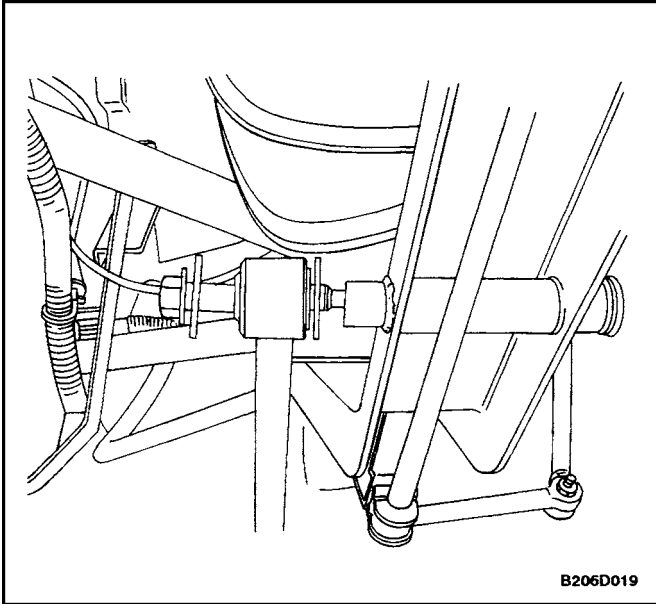


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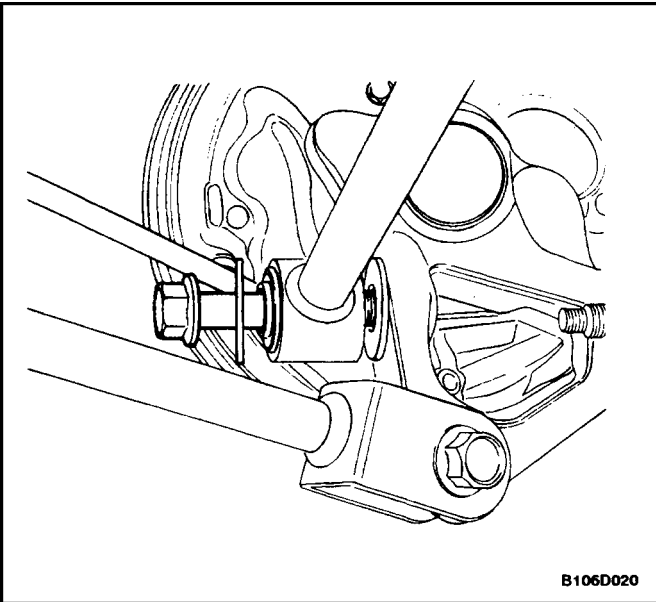
FRONT PARALLEL LINK

Removal Procedure

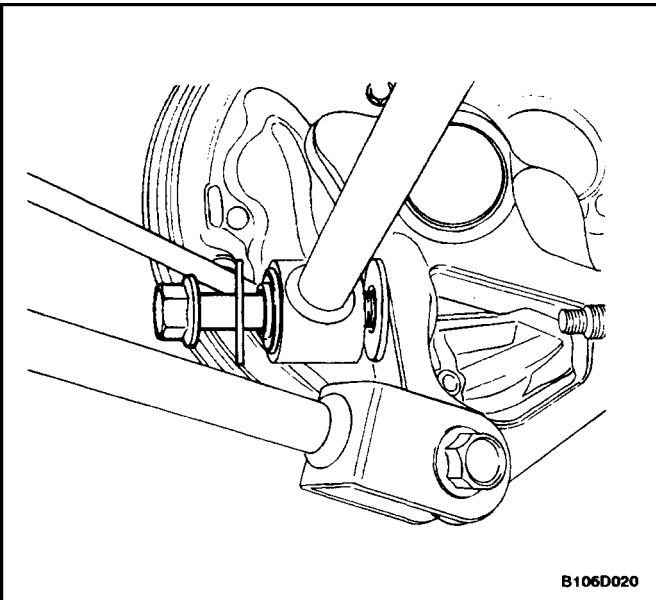
1. Raise and suitably support the vehicle.
2. Remove the wheel. Refer to *Section 2E, Tires and Wheels*.
3. For vehicles equipped with the antilock braking system, remove the ABS sensor from the knuckle and the ABS housing assembly from the front parallel link.



4. Remove the front parallel link bolt from the rear crossmember.



5. Remove the front parallel link bolt from the rear knuckle.
6. Remove the front parallel link.

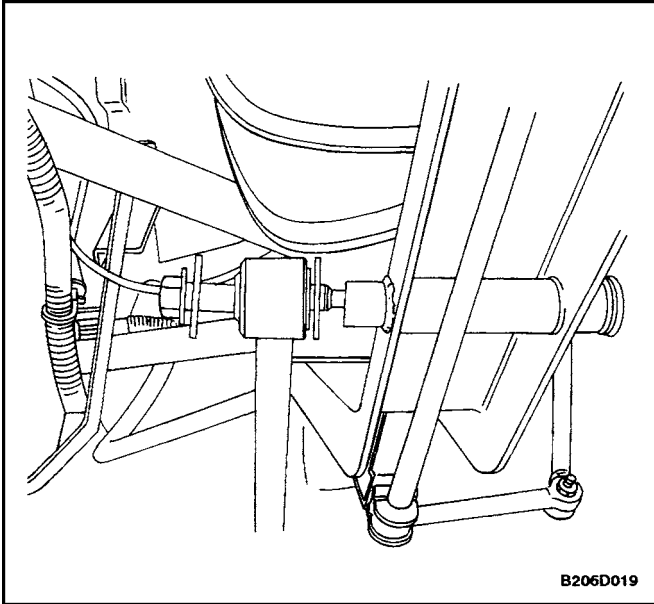


Installation Procedure

1. Install the front parallel link.
2. Install the front parallel link onto the rear knuckle with the bolt.

Tighten

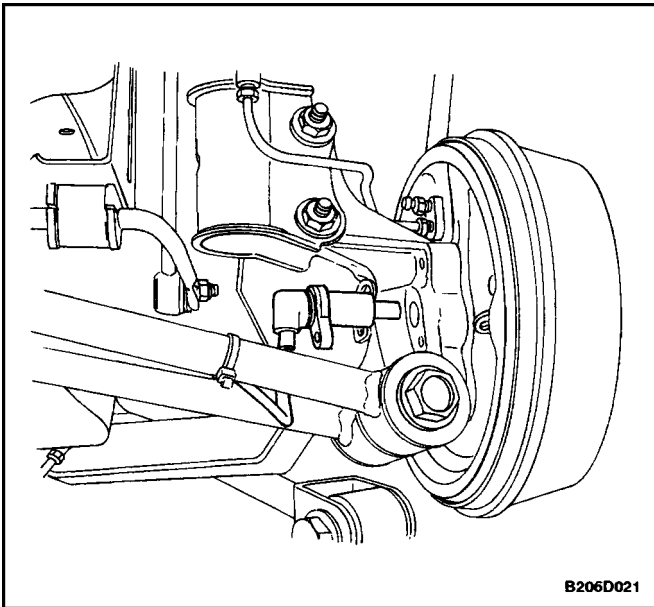
Tighten the front parallel link-to-knuckle bolt to 90 N•m (66 lb-ft).



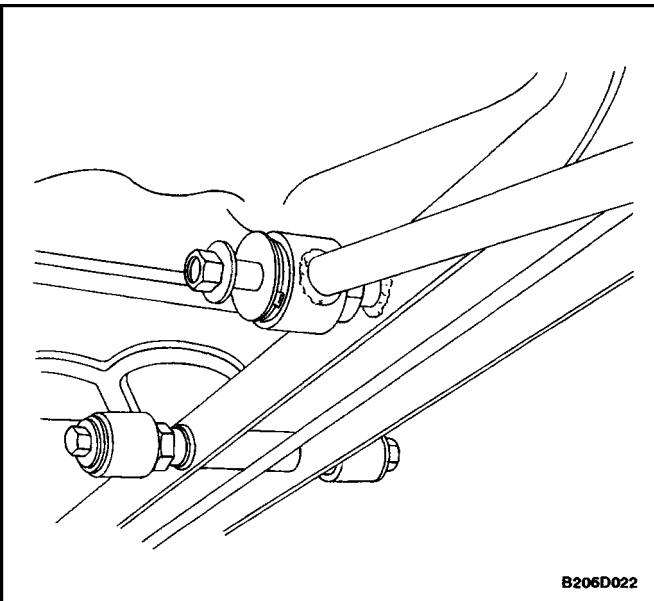
3. Install the front parallel link onto the rear cross-member with the bolt.

Tighten

Tighten the front parallel link-to-crossmember bolt to 90 N•m (66 lb–ft).



4. For vehicles equipped with the antilock braking system, install the ABS housing assembly onto the front parallel link and the ABS sensor line into the knuckle.
5. Install the wheel. Refer to *Section 2E, Tires and Wheels*.
6. Lower the vehicle.



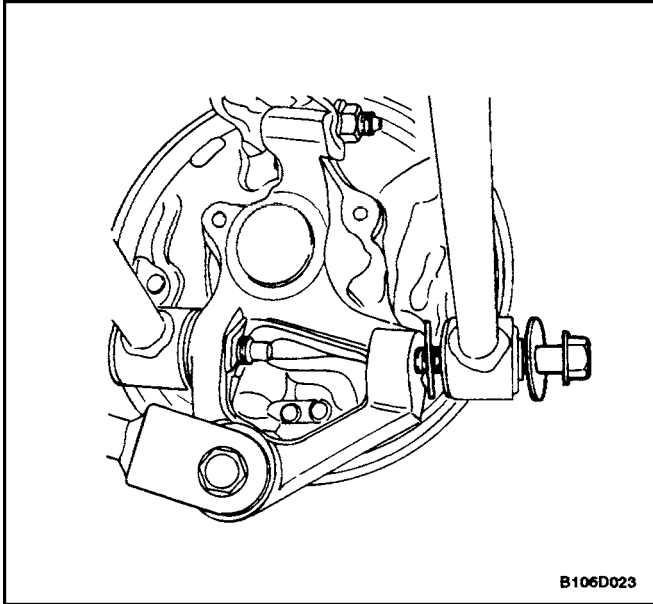
REAR PARALLEL LINK

Removal Procedure

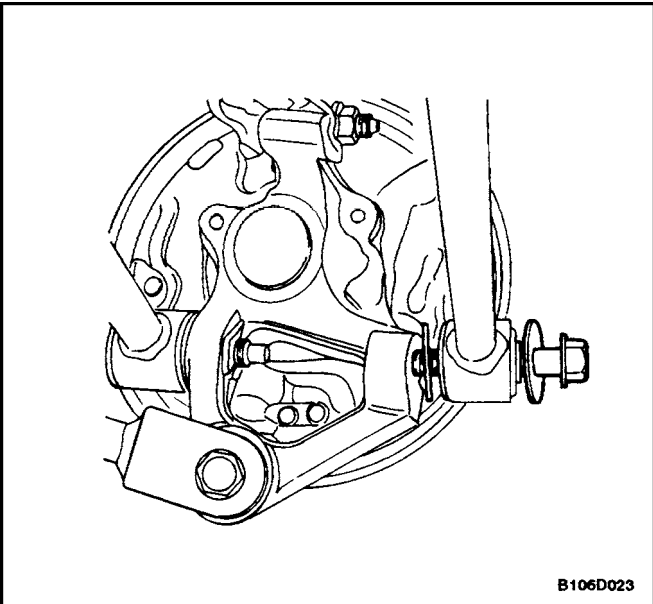
1. Raise and suitably support the vehicle.
2. Remove the wheel. Refer to *Section 2E, Tires and Wheels*.

Important : Before removing the parallel link-to-crossmember bolt, mark the position of the adjuster cam in relation to the parallel link and the crossmember. This adjuster cam must be placed in the same position when the parallel link is installed on the vehicle to maintain the proper rear toe.

3. Remove the rear parallel link bolt from the rear crossmember.



4. Remove the rear parallel link bolt from the rear knuckle.
5. Remove the rear parallel link.

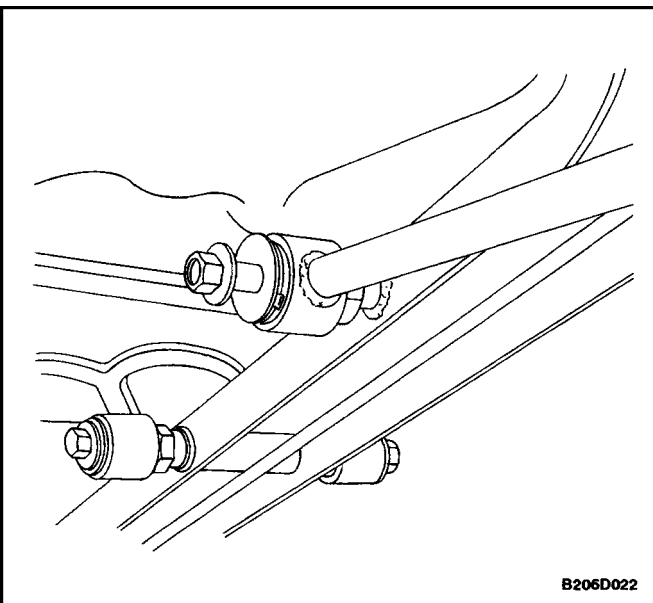


Installation Procedure

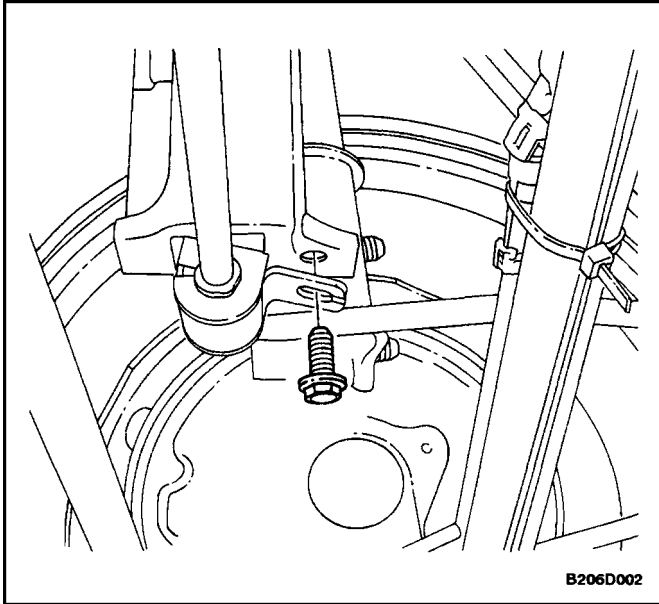
1. Install the rear parallel link.
2. Install the rear parallel link-to-knuckle bolt.

Tighten

Tighten the rear parallel link-to-knuckle bolt to 90 N•m (66 lb-ft).



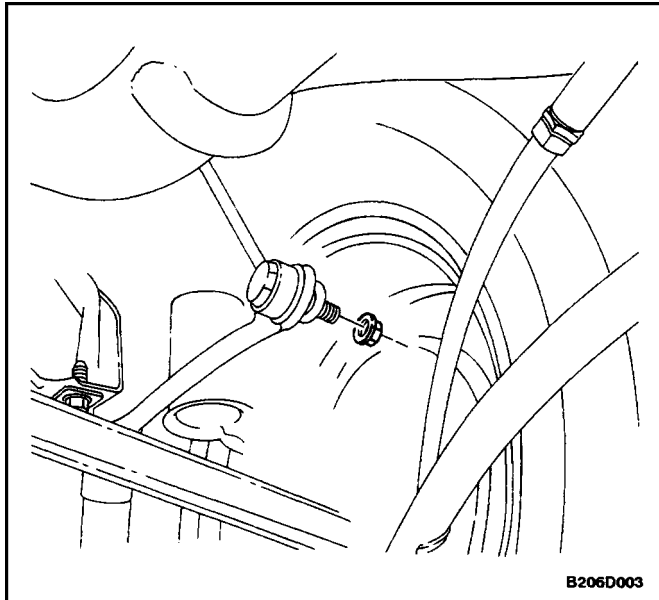
3. Install the rear parallel link onto the rear crossmember. Install the rear parallel link-to-crossmember bolts. Do not tighten.
4. Install the wheel. Refer to *Section 2E, Tires and Wheels*.
5. Perform a rear toe adjustment. Refer to *Section 2B, Wheel Alignment*.



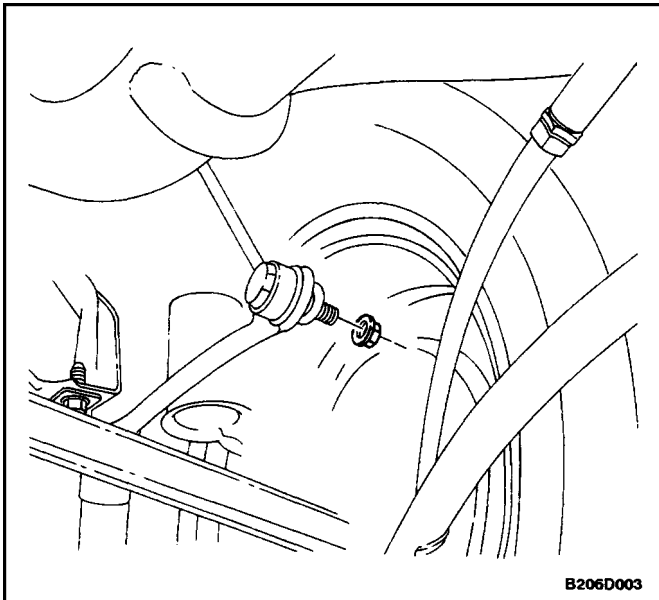
STABILIZER SHAFT

Removal Procedure

1. Raise and suitably support the vehicle.
2. Remove the stabilizer shaft clamp bolts.



3. Remove the stabilizer shaft-to-stabilizer link nut.
4. Remove the stabilizer shaft clamps, the insulators, and the stabilizer shaft from the vehicle.

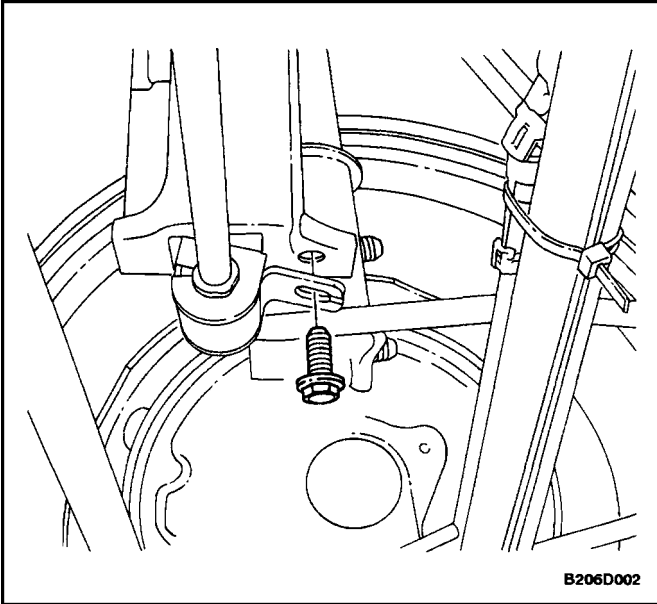


Installation Procedure

1. Install the stabilizer shaft, the insulators, and the stabilizer shaft clamps.
2. Install the stabilizer shaft-to-stabilizer link nut.

Tighten

Tighten the stabilizer shaft-to-stabilizer link nut to 47 N•m (35 lb-ft).

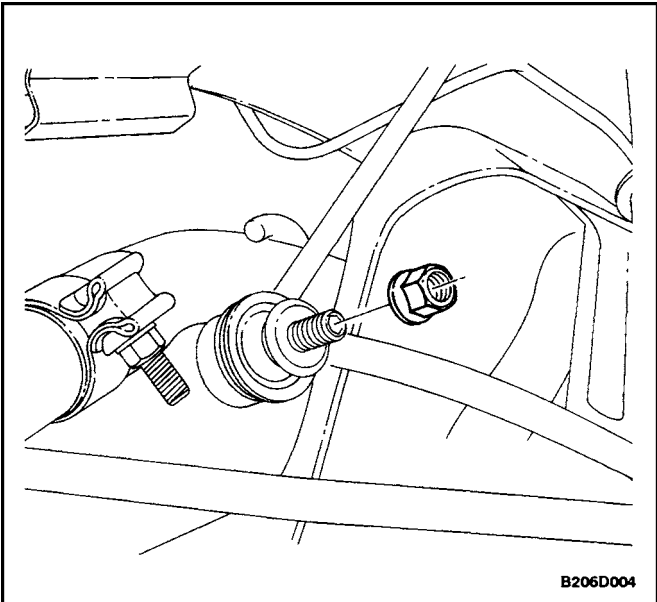


3. Install the stabilizer shaft clamp bolts.

Tighten

Tighten the stabilizer shaft clamp bolts to 25 N•m (18 lb–ft).

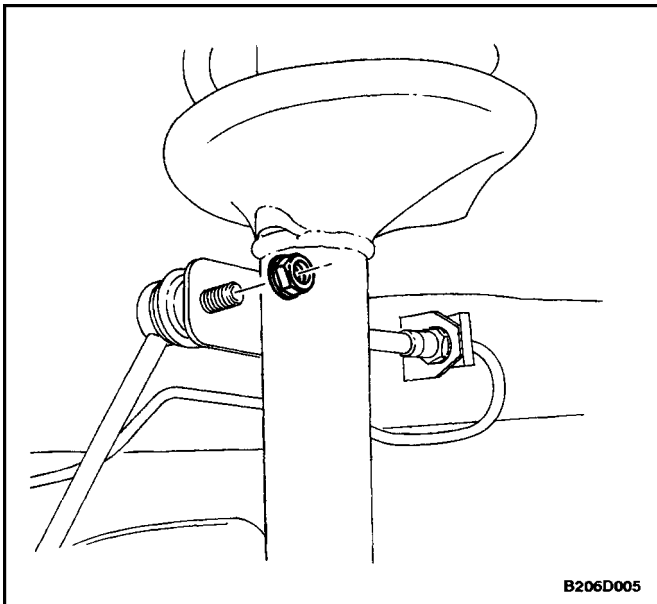
4. Lower the vehicle.



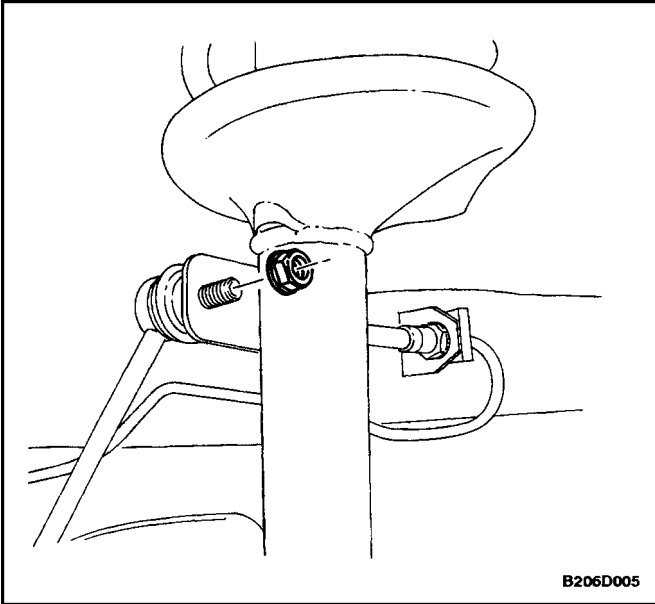
STABILIZER LINK

Removal Procedure

1. Raise and suitably support the vehicle.
2. Remove the wheel. Refer to *Section 2E, Tires and Wheels*.
3. Remove the stabilizer shaft–to–stabilizer link nut.



4. Remove the stabilizer link–to–strut assembly nut.
5. Remove the stabilizer link.

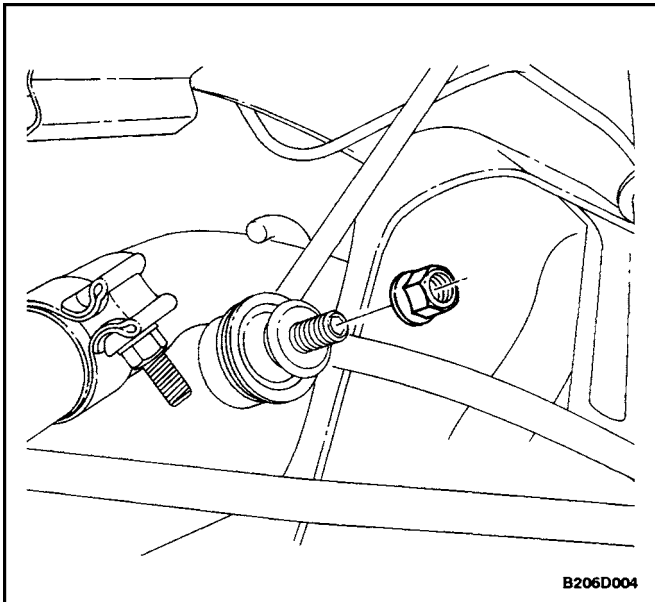


Installation Procedure

1. Install the stabilizer link.
2. Install the stabilizer link-to-strut assembly nut.

Tighten

Tighten the stabilizer link-to-strut assembly nut to 47 N•m (35 lb-ft).

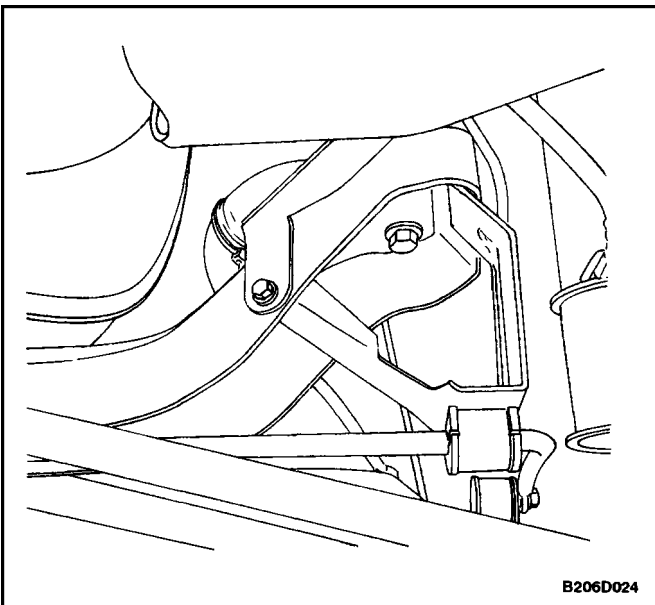


3. Install the stabilizer shaft-to-stabilizer link nut.

Tighten

Tighten the stabilizer shaft-to-stabilizer link nut to 47 N•m (35 lb-ft).

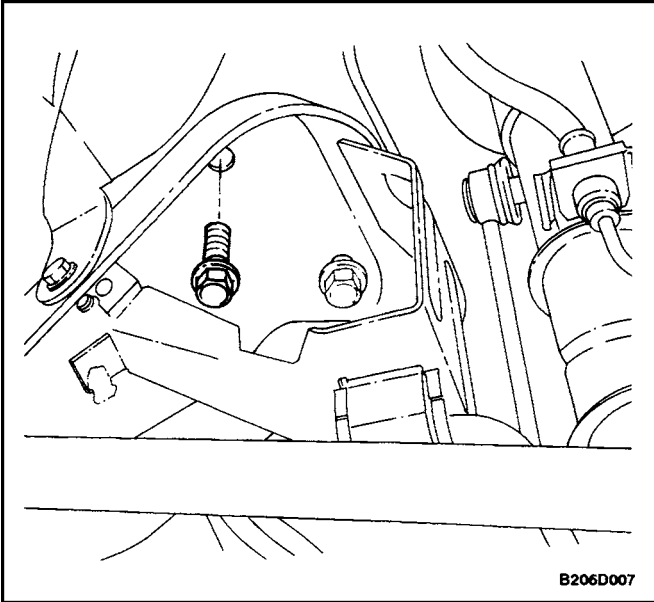
4. Install the wheel. Refer to *Section 2E, Tires and Wheels*.
5. Lower the vehicle.



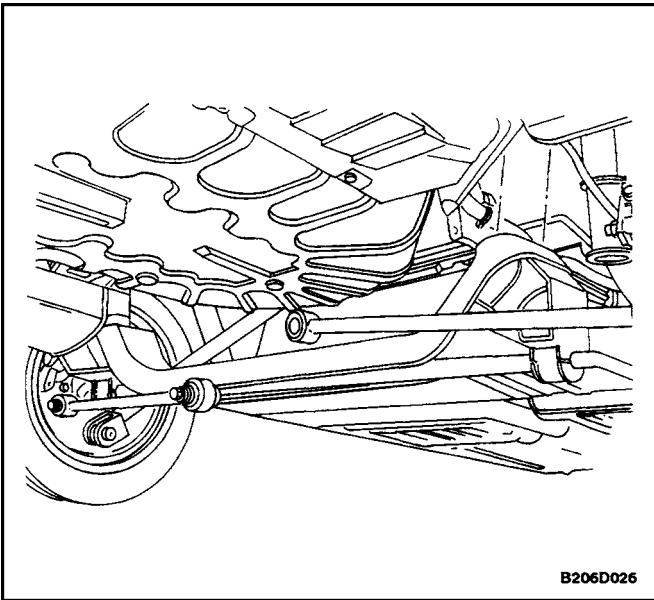
CROSSMEMBER

Removal Procedure

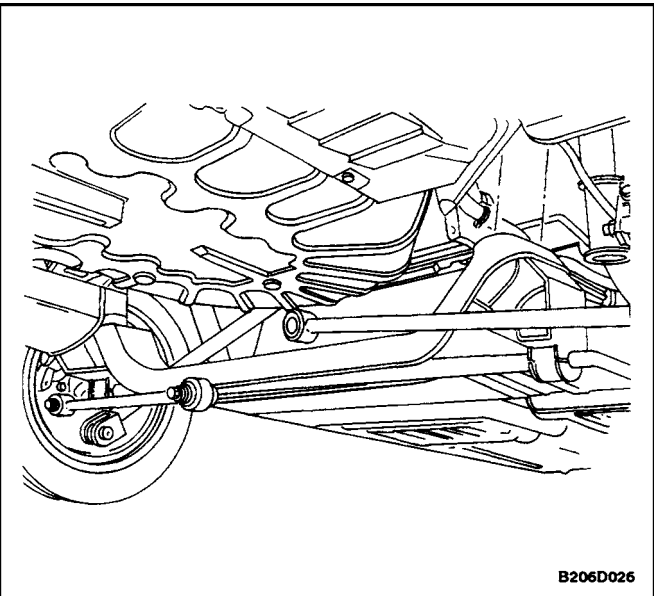
1. Raise and suitably support the vehicle.
2. Remove the front parallel link bolt from the crossmember. Refer to "Front Parallel Link" in this section.
3. Remove the rear parallel link bolt from the crossmember. Refer to "Rear Parallel Link" in this section.
4. Disconnect the fuel filler hose shield by removing the bolt.



5. Remove the crossmember-to-body bolts.

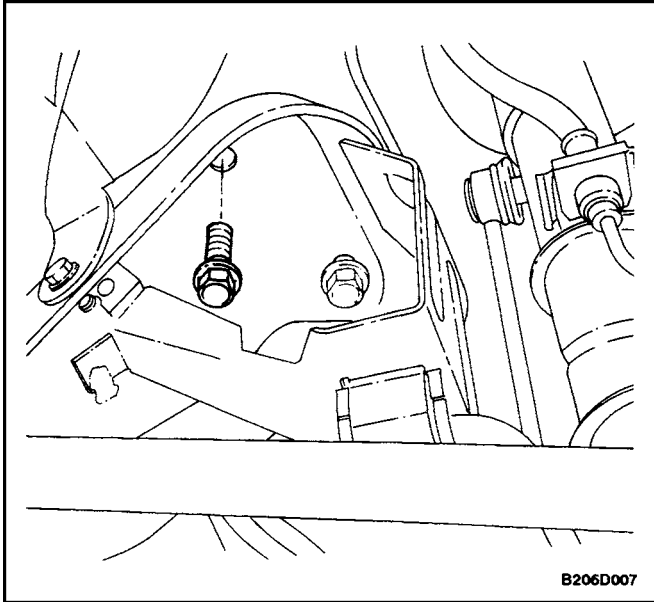


6. Remove the crossmember.



Installation Procedure

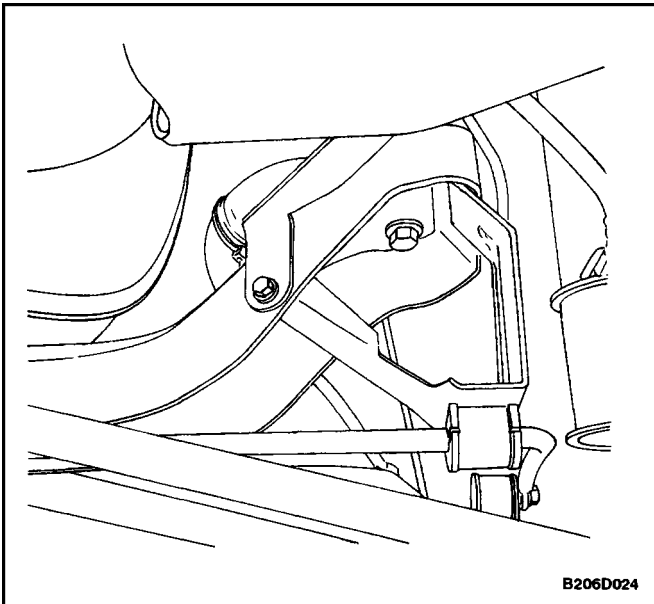
1. Install the crossmember.



2. Install the crossmember-to-body bolts.

Tighten

Tighten the crossmember-to-body bolts to 93 N•m (69 lb–ft).

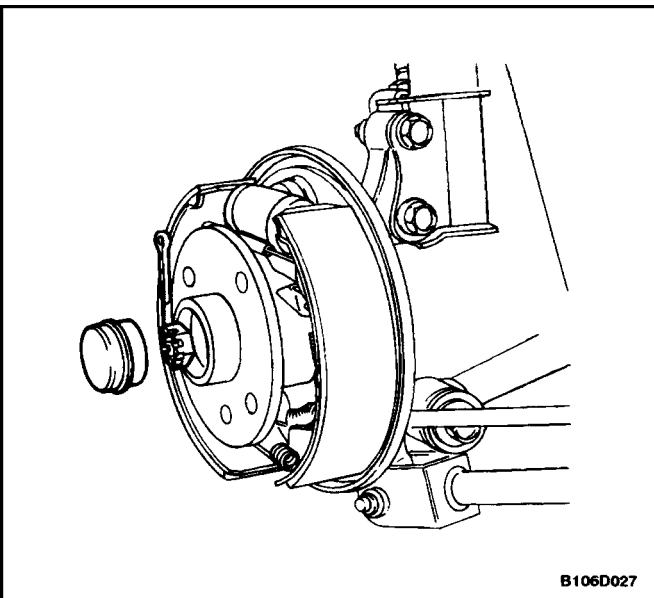


3. Connect the fuel filler hose shield by installing the bolt.

Tighten

Tighten the fuel filler hose shield bolt to 20 N•m (15 lb–ft).

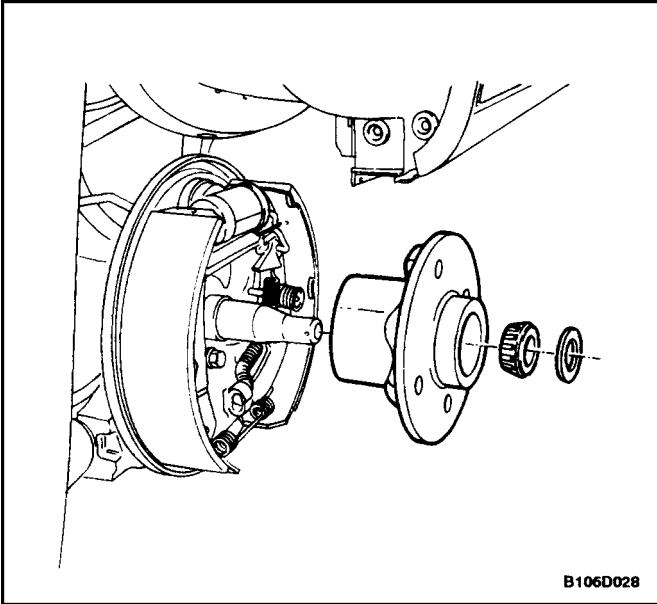
4. Install the rear parallel link bolt onto the crossmember. Refer to "Rear Parallel Link" in this section.
5. Install the front parallel link bolt onto the crossmember. Refer to "Front Parallel Link" in this section.
6. Lower the vehicle.



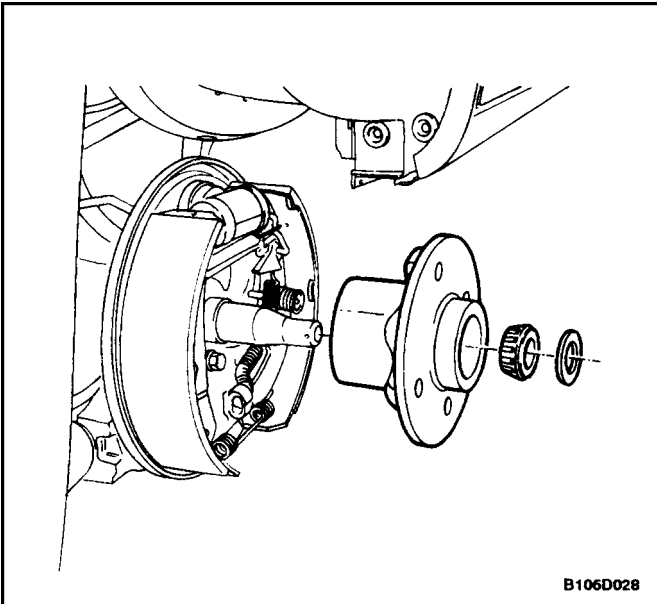
HUB AND BEARING ASSEMBLY

Removal Procedure

1. Raise and suitably support the vehicle
2. Remove the wheel. Refer to *Section 2E, Tires and Wheels*.
3. On vehicles equipped with rear drum brakes, remove the rear brake drum detent screw and brake drum. Refer to *Section 4E, Rear Brakes*.
4. On vehicles equipped with rear disc brakes, remove the rear brake caliper and rear brake rotor. Refer to *Section 4E, Rear Brakes*.
5. Remove the dust cap, the cotter pin and the spindle nut.



6. Remove the lock washer, the outer tapered bearing, and the hub assembly.



Installation Procedure

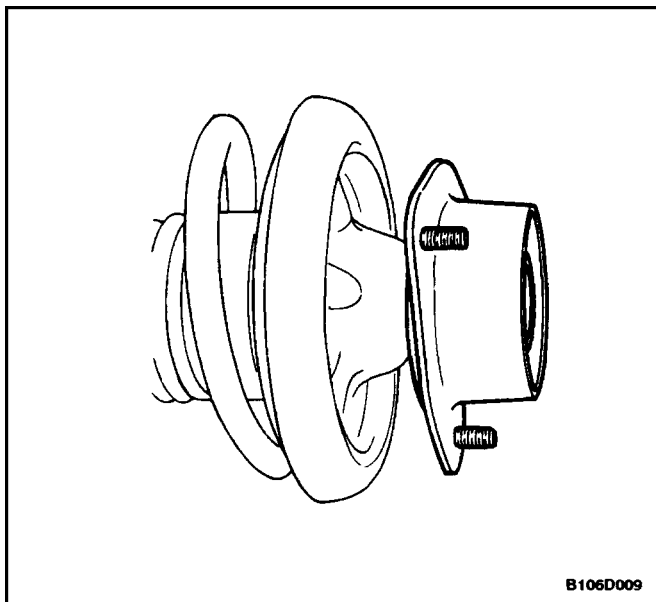
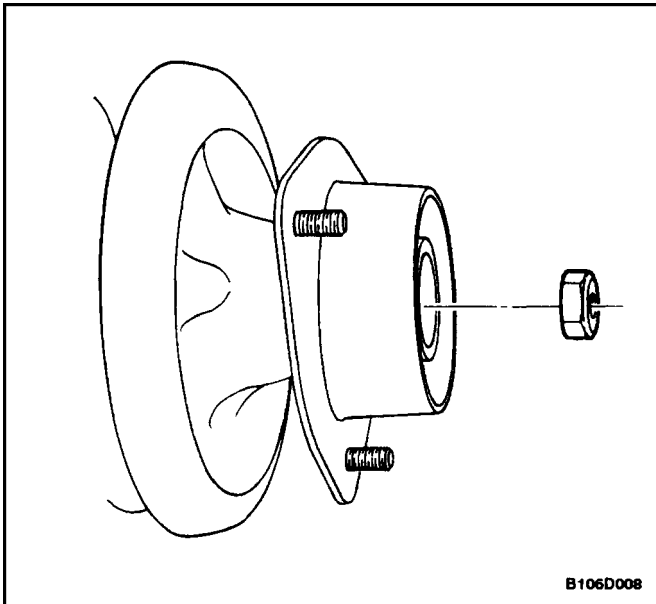
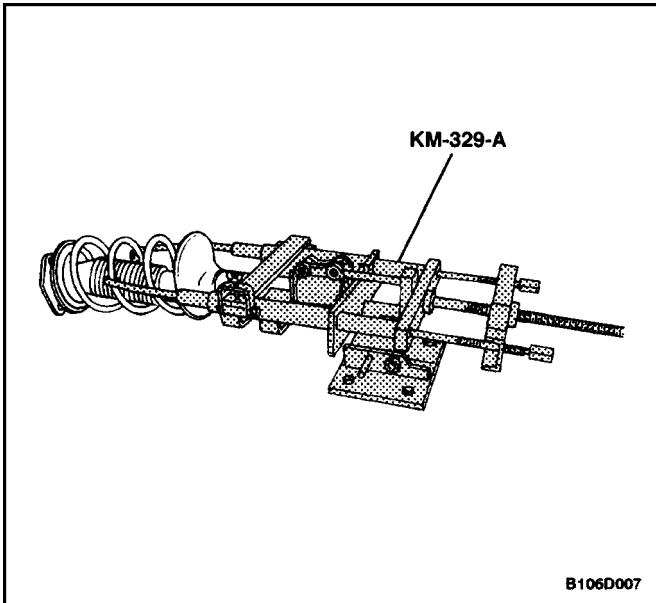
1. Install the hub assembly, the outer tapered bearing, and the lock washer.
2. Install the spindle nut. Refer to "Wheel Bearing Adjustment" in this section to adjust the wheel bearing.
3. On vehicles equipped with rear disc brakes, install the rear brake rotor and rear brake caliper. Refer to *Section 4E, Rear Brakes*.
4. On vehicles equipped with rear drum brakes, install the rear brake drum and the brake drum detent screw. Refer to *Section 4E, Rear Brakes*.
5. Install the wheel. Refer to *Section 2E, Tires and Wheels*.
6. Lower the vehicle.

UNIT REPAIR**SPRINGS AND INSULATORS****Tools Required**

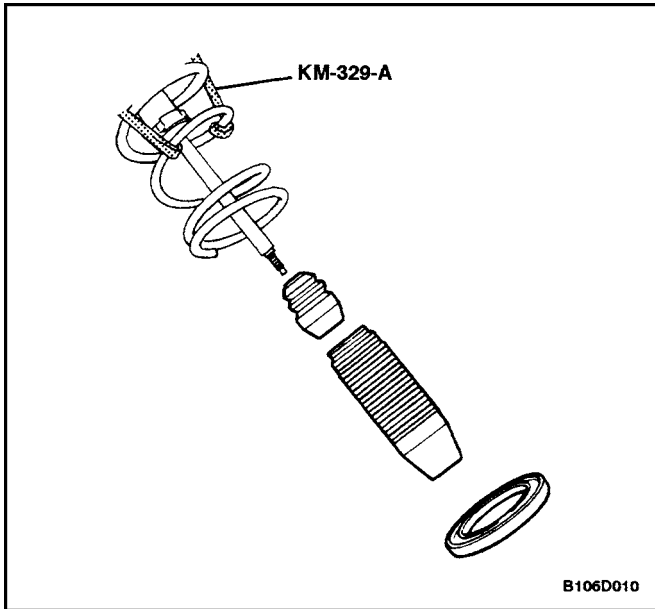
KM-329-A Spring Compressor

Disassembly Procedure

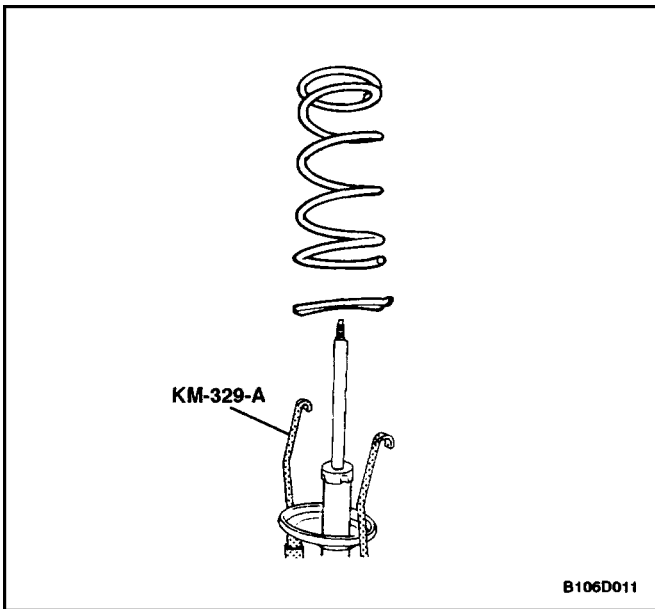
1. Remove the rear strut assembly from the vehicle. Refer to "Strut Assembly" in this section.
2. Mount the rear strut assembly into the spring compressor KM-329-A. Ensure that the hooks are properly seated.
3. Compress the spring.
4. Remove the lock nut from the strut dampener rod.



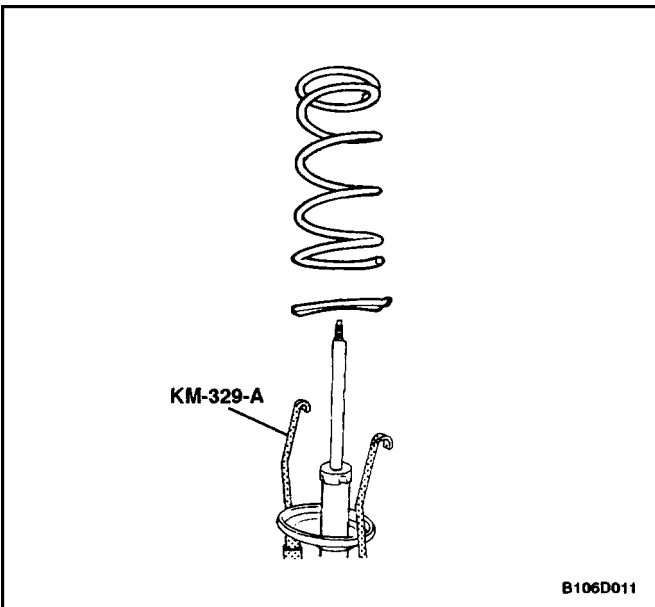
5. Remove the rear strut mount.



6. Remove the rear spring upper seat, the dust cover, and the hollow bumper.

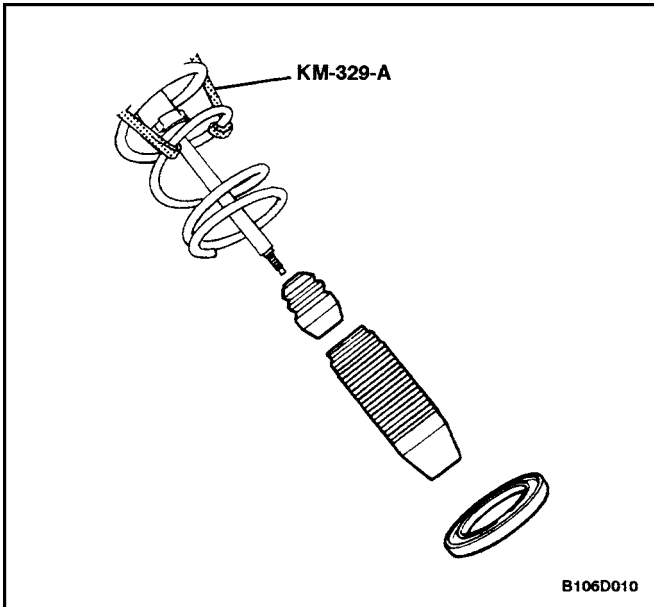


7. Release the spring.
8. Remove the rear spring and the rear spring lower seat.

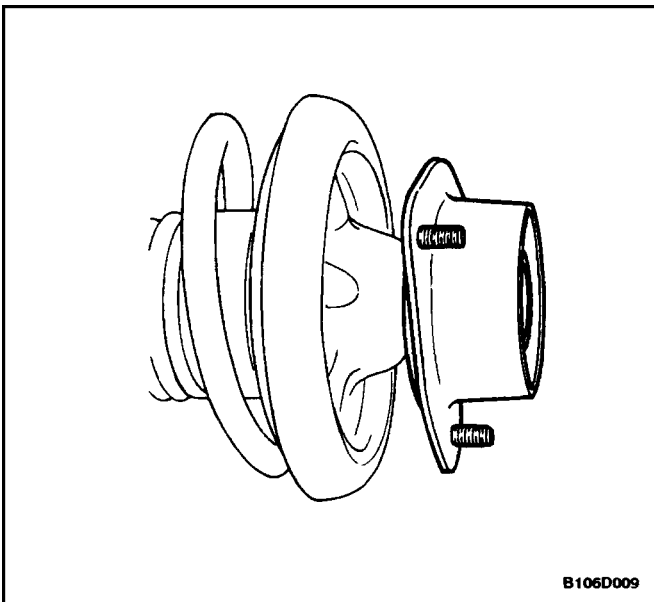


Assembly Procedure

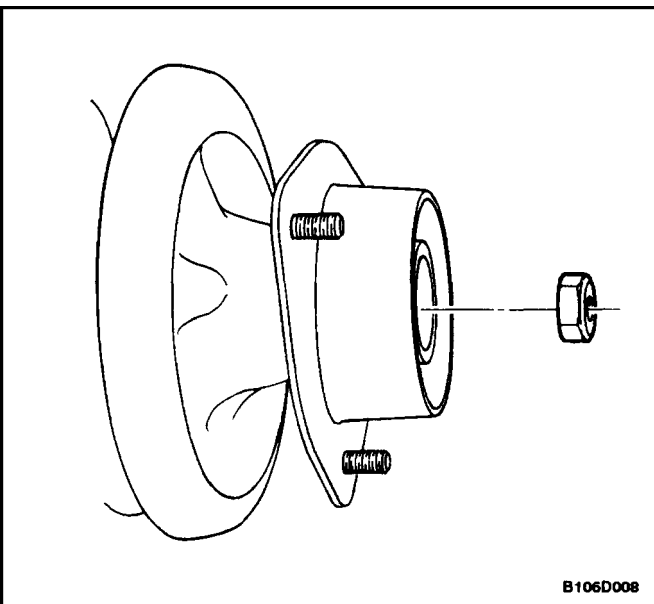
1. Install the rear spring lower seat and the rear spring.



2. Compress the spring.
3. Install the hollow bumper, the dust cover, and the rear spring upper seat.



4. Install the rear strut mount.



5. Install the lock nut onto the strut dampener rod.
Tighten
 Tighten the strut dampener-to-strut mount nut to 75 N•m (55 lb-ft).
6. Release the spring.
7. Remove the strut assembly from the spring compressor and install the strut assembly into the vehicle. Refer to "Strut Assembly" in this section.

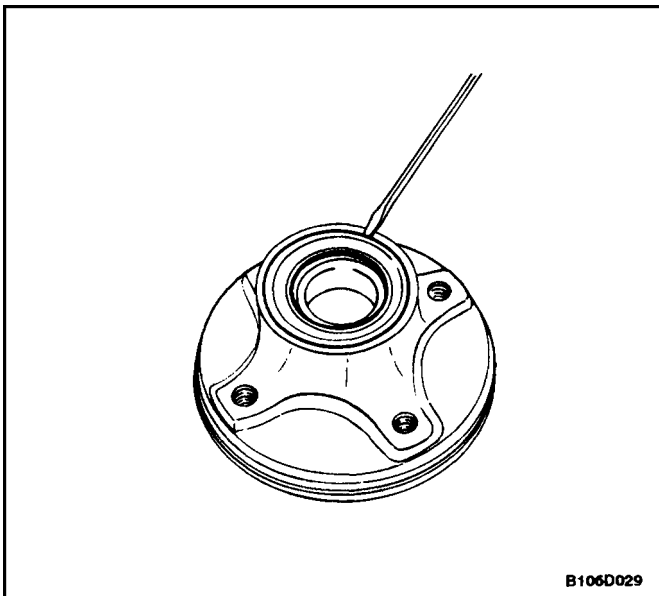
KNUCKLE

Disassembly Procedure

1. Remove the knuckle from the vehicle. Refer to "Knuckle Assembly" in this section.
2. Remove the brake caliper and the brake rotor or the brake drum. Refer to *Section 4E, Rear Brakes*.
3. Remove the dust cap, the caulking nut, and the hub and bearing assembly. Refer to "Hub and Bearing Assembly" in this section.
4. On vehicles equipped with rear drum brakes, remove the rear drum brake assembly. On vehicles equipped with rear disc brakes, remove the rear disc brake assembly. Refer to *Section 4E, Rear Brakes*.
5. Remove the brake splash shield. Refer to *Section 4E, Rear Brakes*.

Assembly Procedure

1. Install the brake splash shield. Refer to *Section 4E, Rear Brakes*.
2. On vehicles equipped with rear drum brakes, install the rear drum brake assembly. On vehicles equipped with rear disc brakes, install the rear disc brake assembly. Refer to *Section 4E, Rear Brakes*.
3. Install the wheel hub, the lock washer, the castelated nut, the cotter pin, and the dust cap. Refer to "Hub and Bearing Assembly" in this section.
4. Install the brake caliper and brake rotor or the brake drum. Refer to *Section 4E, Rear Brakes*.
5. Install the knuckle into the vehicle. Refer to "Knuckle Assembly" in this section.



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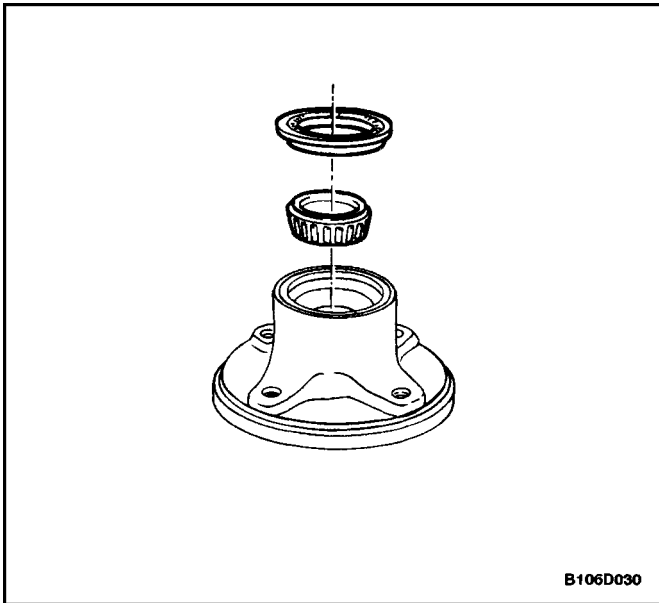
HUB AND BEARING

Tools Required

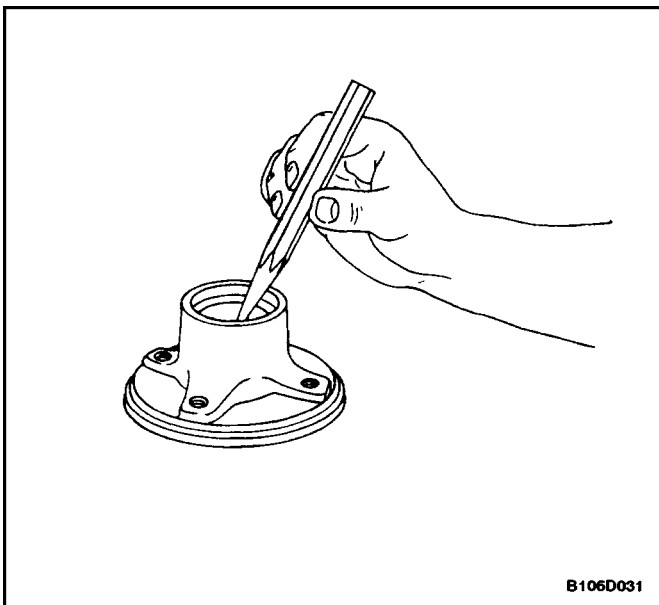
KM-266-A Installer

Disassembly Procedure

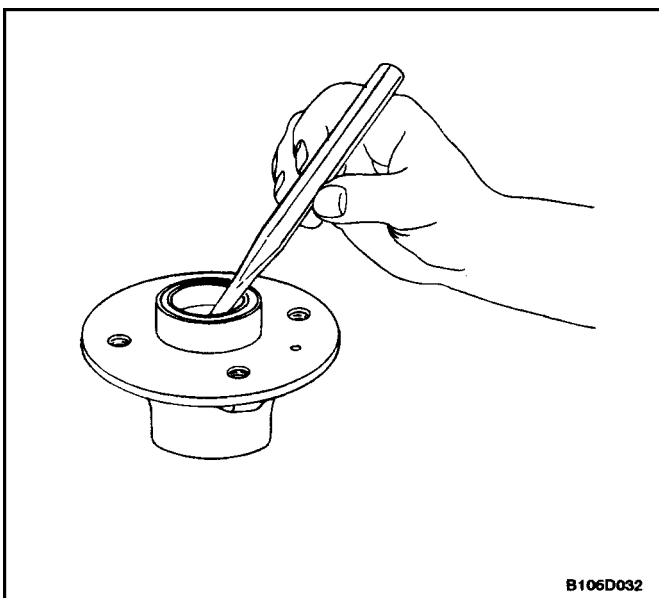
1. Raise and suitably support the vehicle.
2. Remove the hub and bearing assembly from the vehicle. Refer to "Hub and Bearing Assembly" in this section.
3. Pry off the oil seal from the hub and bearing assembly with a screwdriver.



4. Remove the oil seal and the inner tapered roller bearing.



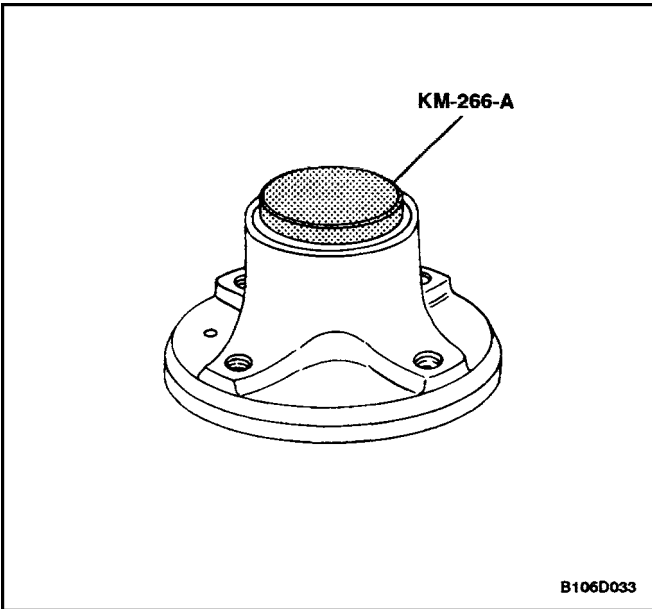
5. Remove the inner race of the outer tapered roller bearing.



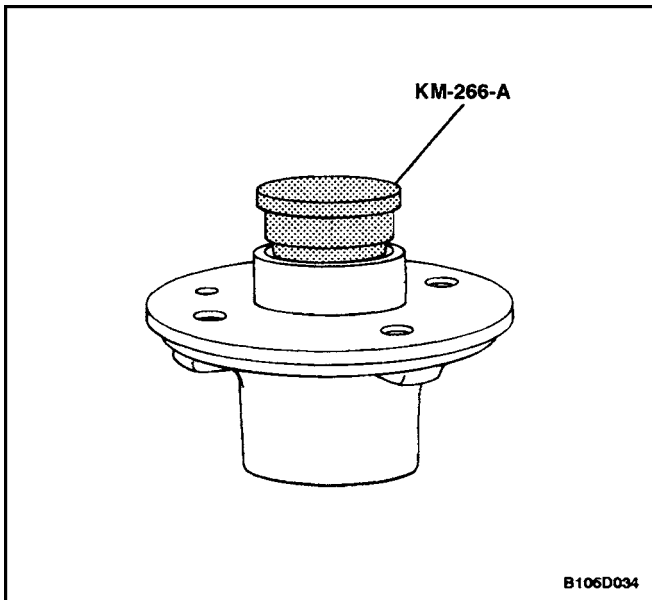
6. Remove the outer race of the inner tapered roller bearing.

Assembly Procedure

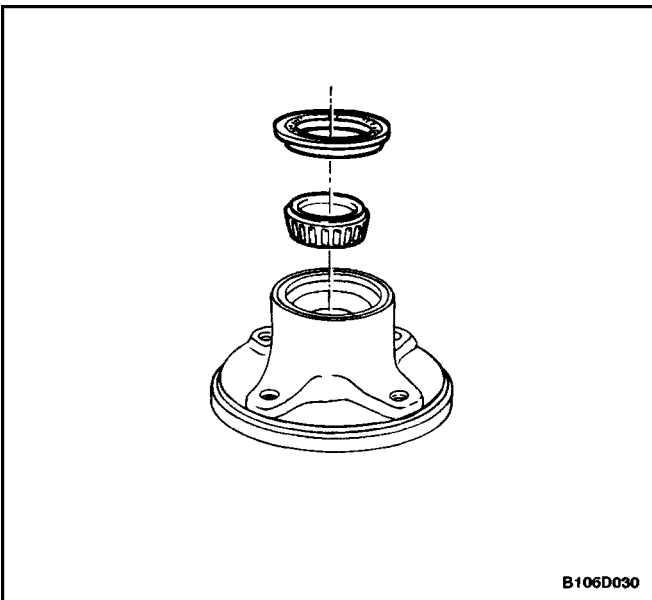
1. Install the outer race of the inner tapered roller bearing with the installer KM-266-A.



2. Press the inner race of the outer tapered roller bearing with the installer KM-266-A.



3. Install the inner tapered roller bearing and the oil seal.
4. Install the hub and bearing assembly onto the vehicle. Refer to "Hub and Bearing Assembly" in this section.
5. Lower the vehicle.



GENERAL DESCRIPTION AND SYSTEM OPERATION

REAR SUSPENSION

The rear suspension is fully independent and consists of a crossmember with four parallel links, two trailing links, two strut assemblies with coil springs and insulators, and two knuckles containing the hub and bearing assemblies. The strut assemblies support the weight of the vehicle using coil springs positioned around the strut dampeners.

The coil springs are seated on insulators attached to the upper mount and the lower spring seat of the strut assembly. The parallel links and the trailing link bracket have rubber isolator bushings at each end and are attached to the crossmember and the knuckle. The rear parallel link is attached to the crossmember through adjustment cams that are used to adjust rear toe. The trailing links are attached to the body, through the trailing link bracket, and the bottom of the knuckle. A forged knuckle bolts to each strut assembly. Lateral movement of the knuckle is controlled by the parallel links. Fore and aft movement of the knuckle is controlled by the trailing link.