

2013 Chevrolet Cruze

2013 SUSPENSION Front Suspension - Cruze

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Front Suspension - Cruze

SPECIFICATIONS

FASTENER TIGHTENING SPECIFICATIONS

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Control Arm to Steering Knuckle Bolt and Nut		
• First Pass:	50 N.m (1)	37 lb ft (1)
• Second Pass: Loosen the Nut	120 degrees	
• Third Pass:	50 N.m	37 lb ft
• Final Pass:	35 degrees	
Control Arm to Subframe Bolt - Front	70 N.m + 75-90 degrees (1)	52 lb ft + 75-90 degrees (1)
Control Arm to Subframe Bolt - Rear	70 N.m + 75-90 degrees (1)	52 lb ft + 75-90 degrees (1)
Front Bearing to Steering Knuckle Bolt	90 N.m + 60-75 degrees (1)	66 lb ft + 60-75 degrees (1)
Front Stabilizer Shaft Insulator Clamp Bolt	22 N.m + 30 degrees (1)	16 lb ft + 30 degrees (1)
Front Suspension Strut Lower Bolt and Nut	90 N.m + 60 degrees (1)	66 lb ft + 60 degrees (1)
Front Suspension Strut Mount Nut	65 N.m	48 lb ft
Front Suspension Support Bolt	60 N.m + 35 degrees (1)	45 lb ft + 35 degrees (1)
Rear Control Arm Bushing to Control Arm	55 N.m + 45-60 degrees (1)	41 lb ft + 45-60 degrees (1)
Stabilizer Shaft Link to Strut Nut	65 N.m (1)	48 lb ft (1)
Steering Gear Outer Tie Rod to Steering Knuckle Nut	35 N.m	26 lb ft
Steering Knuckle to Strut	90 N.m + 60-75 degrees (1)	66 lb ft + 60-75 degrees (1)
Strut Shaft Nut	70 N.m	52 lb ft
1 = Use NEW Fastener.		

COMPONENT LOCATOR

FRONT SUSPENSION COMPONENTS

Front Suspension Components

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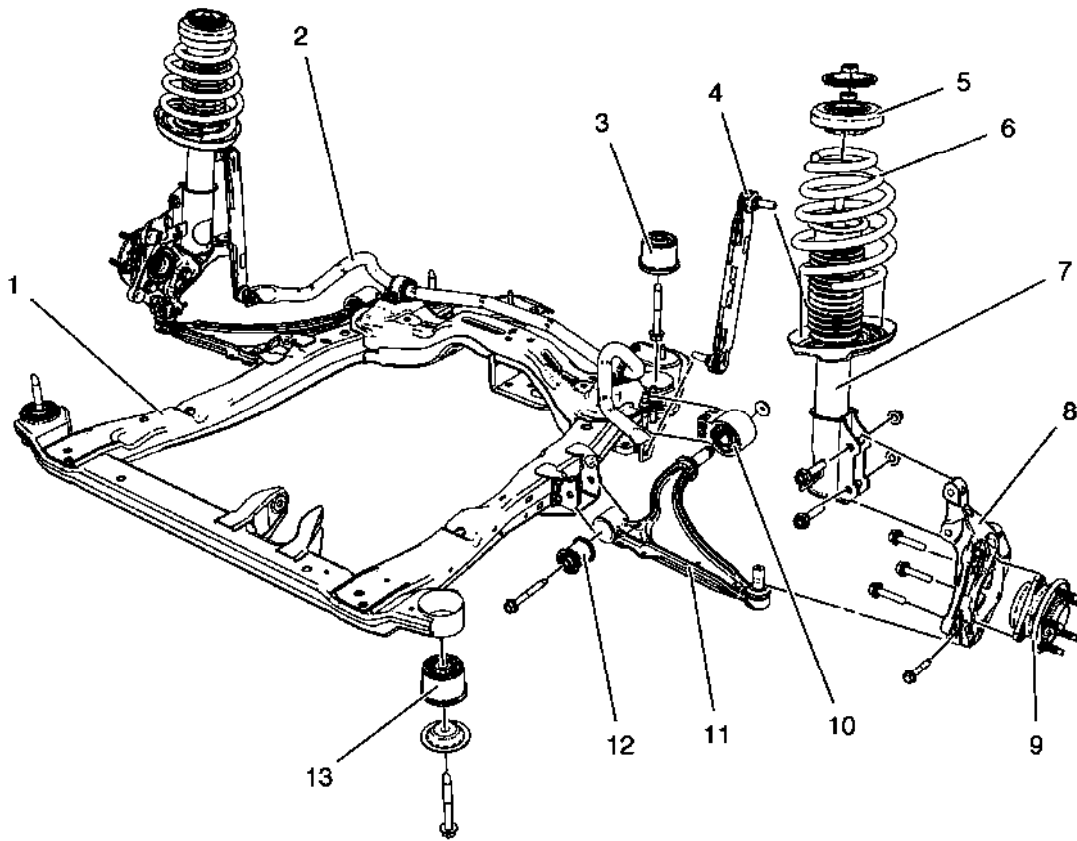


Fig. 1: Identifying Front Suspension Components

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Drivetrain and Front Suspension Frame
2	Front Stabilizer Shaft
3	Drivetrain and Front Suspension Frame Rear Insulator
4	Front Stabilizer Shaft Link
5	Front Suspension Strut Insulator Assembly
6	Front Spring
7	Shock Absorber Assembly
8	Steering Knuckle
9	Front Wheel Bearing/Hub Assembly
10	Front Lower Control Arm Rear Bushing
11	Front Lower Control Arm
12	Front Lower Control Arm Bushing

REPAIR INSTRUCTIONS

STABILIZER SHAFT REPLACEMENT

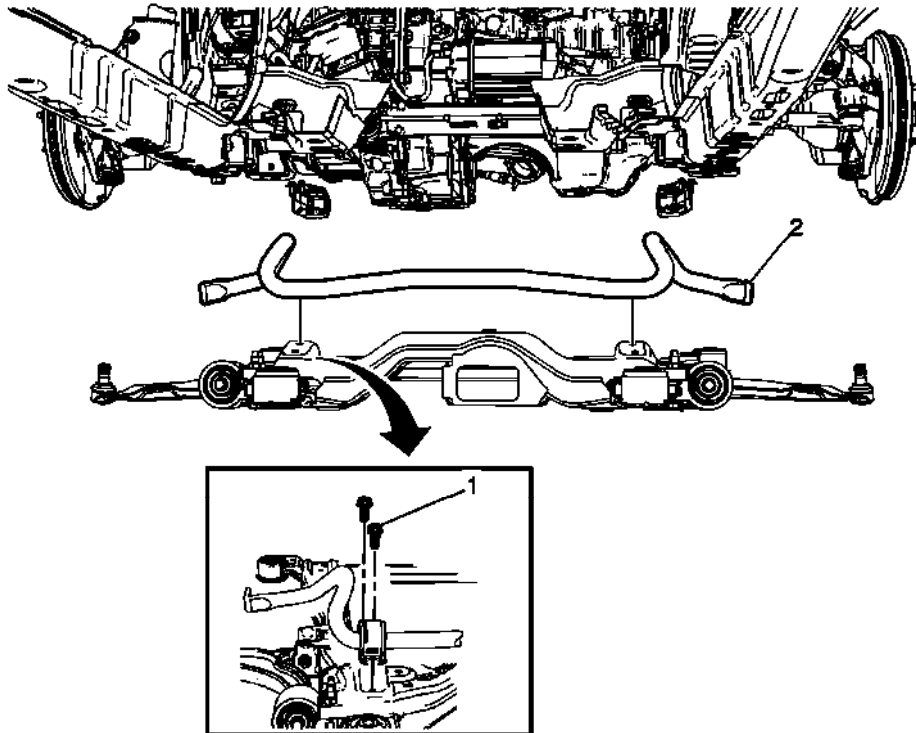


Fig. 2: Stabilizer Shaft

Courtesy of GENERAL MOTORS COMPANY

Stabilizer Shaft Replacement

Callout	Component Name
Preliminary Procedure	
1. Raise and support the vehicle. Refer to <u>Lifting and Jacking the Vehicle</u> . 2. Remove the stabilizer shaft link from the stabilizer shaft. Refer to <u>Stabilizer Shaft Link Replacement</u>.	
	Front Stabilizer Shaft Insulator Clamp Bolt (Qty: 2) WARNING: This component is equipped with torque-to-yield fasteners. Install a NEW torque-to-yield fastener when installing this component. Failure to replace the torque-to-yield fastener could cause bodily injury and damage to the vehicle or component.

1	CAUTION: This vehicle is equipped with torque-to-yield or single use fasteners. Install a NEW torque-to-yield or single use fastener when installing this component. Failure to replace the torque-to-yield or single use fastener could cause damage to the vehicle or component. CAUTION: Refer to <u>Fastener Caution</u> . Procedure 1. Lower the Drivetrain and Front Suspension Frame Assembly. Refer to <u>Drivetrain and Front Suspension Frame Replacement</u> . 2. Lower the front suspension frame assembly enough to gain access to the stabilizer shaft insulator bolts. Tighten 1. First Pass: 22 N.m (16 lb ft). 2. Final Pass: plus 40 degrees.
2	Front Stabilizer Shaft TIP: The stabilizer shaft insulator and the clamps are serviced with the stabilizer shaft. They are Not service separately.

STABILIZER SHAFT LINK REPLACEMENT

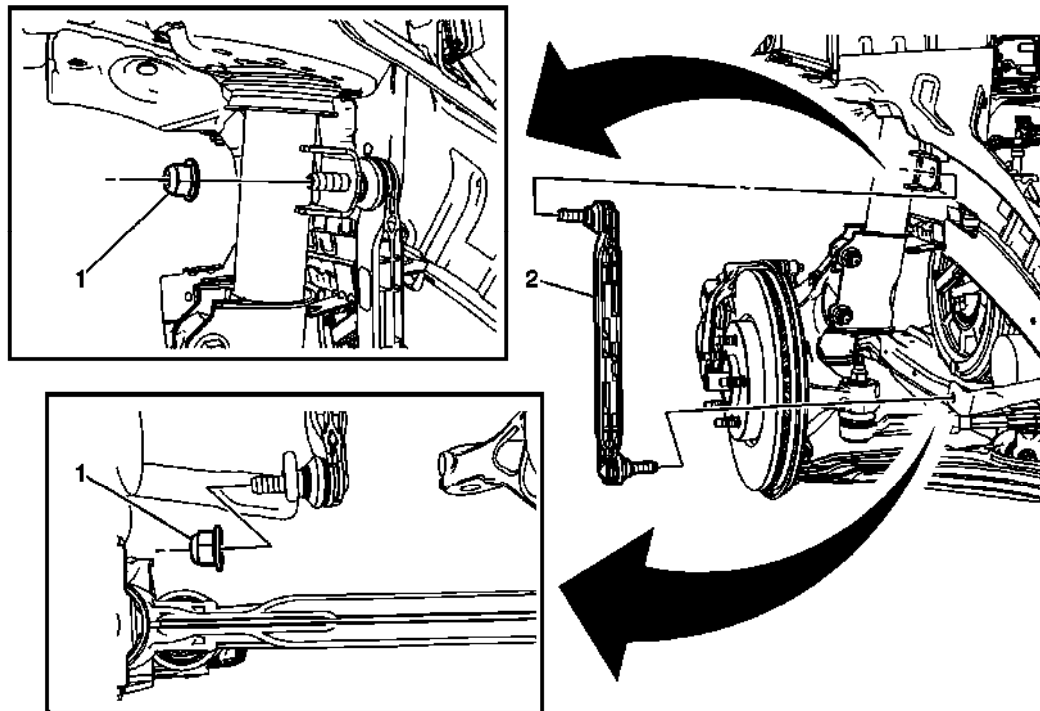


Fig. 3: Identifying Front Stabilizer Shaft Link And Front Stabilizer Shaft Nuts
 Courtesy of GENERAL MOTORS COMPANY

Stabilizer Shaft Link Replacement

Callout	Component Name
Preliminary Procedure	
1. Raise and support the vehicle. Refer to <u>Lifting and Jacking the Vehicle</u> . 2. Remove the tire and wheel assembly. Refer to <u>Tire and Wheel Removal and Installation</u> .	
1	Front Stabilizer Shaft Nut (Qty: 2) CAUTION: Refer to <u>Fastener Caution</u> . CAUTION: This vehicle is equipped with torque-to-yield or single use fasteners. Install a NEW torque-to-yield or single use fastener when installing this component. Failure to replace the torque-to-yield or single use fastener could cause damage to the vehicle or component. Procedure 1. Using the proper size allen wrench, hold the stabilizer shaft link ball stud while removing the stabilizer shaft nut.

	2. Remove and discard the nut. DO NOT re-use the nut, replace with NEW only.
	Tighten 65 N.m (48 lb ft)
2	Front Stabilizer Shaft Link

FRONT WHEEL BEARING AND HUB REPLACEMENT

Special Tools

EN-45059 Torque Angle Sensor Kit

For equivalent regional tools, refer to Special Tools.

Removal Procedure

- 1. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle .
- 2. Remove the brake rotor. Refer to Front Brake Rotor Replacement (J60) , Front Brake Rotor Replacement (J67) .

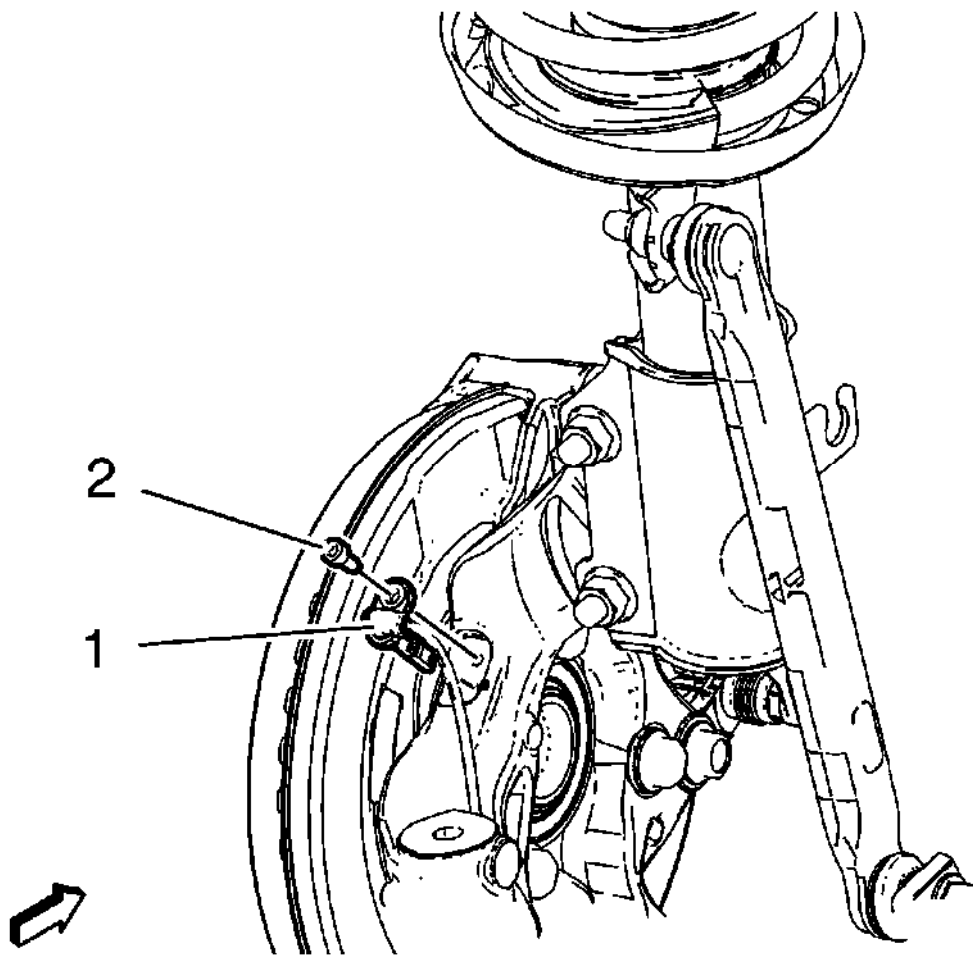


Fig. 4: Wheel Speed Sensor And Wheel Speed Sensor Screw
Courtesy of GENERAL MOTORS COMPANY

3. Remove the wheel speed sensor screw (2).
4. Remove the wheel speed sensor (1) from the steering knuckle.
5. Remove the wheel drive shaft from the front wheel bearing/hub. Refer to **Front Wheel Drive Shaft Replacement - Left Side** , and/or **Front Wheel Drive Shaft Replacement - Right Side** .

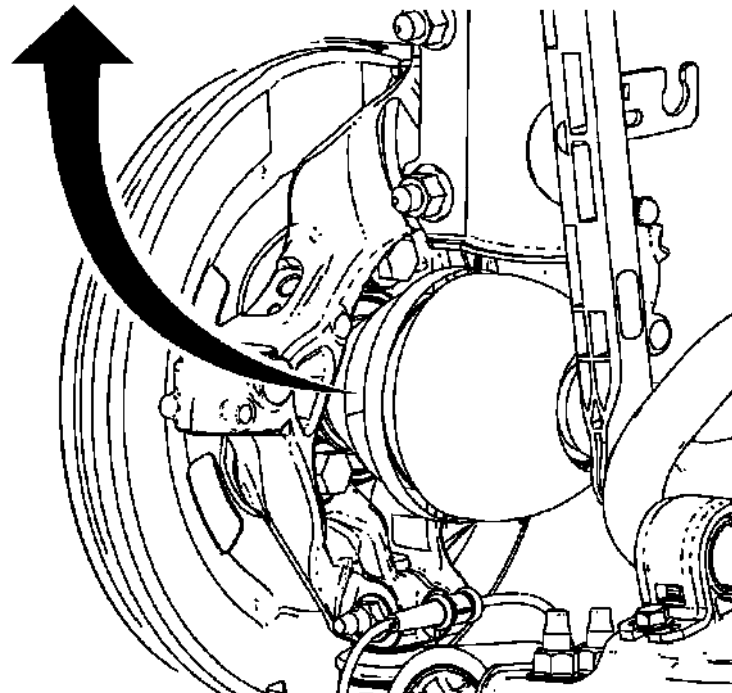
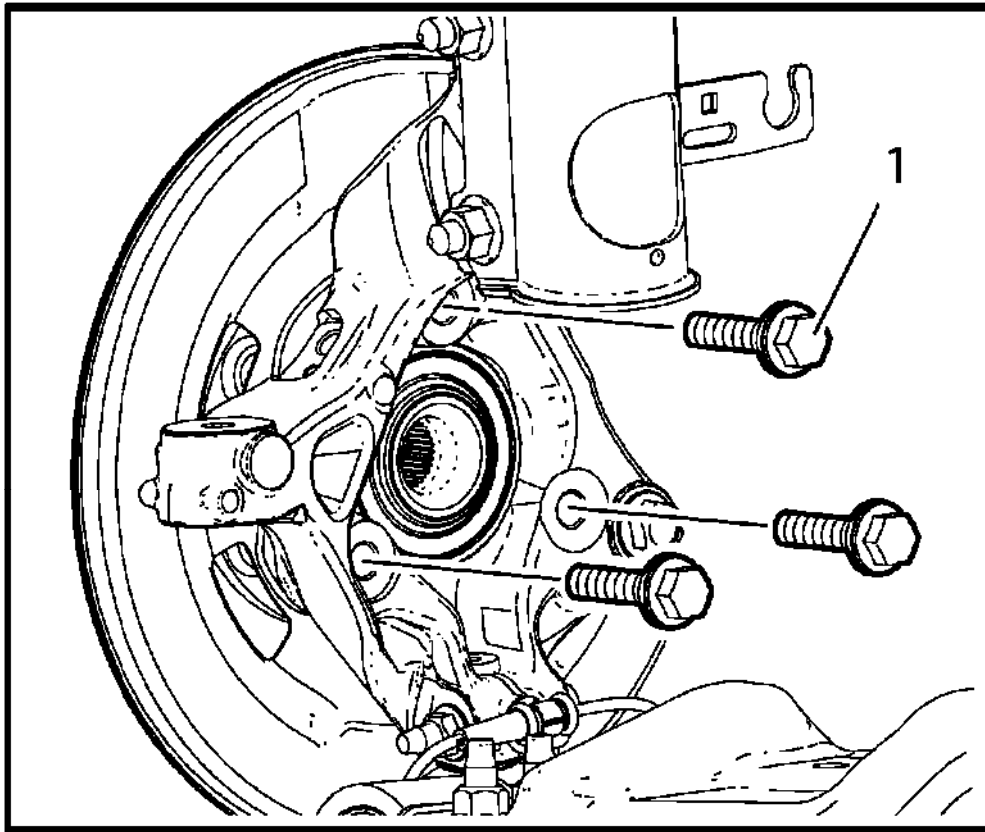


Fig. 5: Identifying Front Wheel Bearing/Hub Bolts

Courtesy of GENERAL MOTORS COMPANY

6. Remove and DISCARD the front wheel bearing/hub bolts (1).

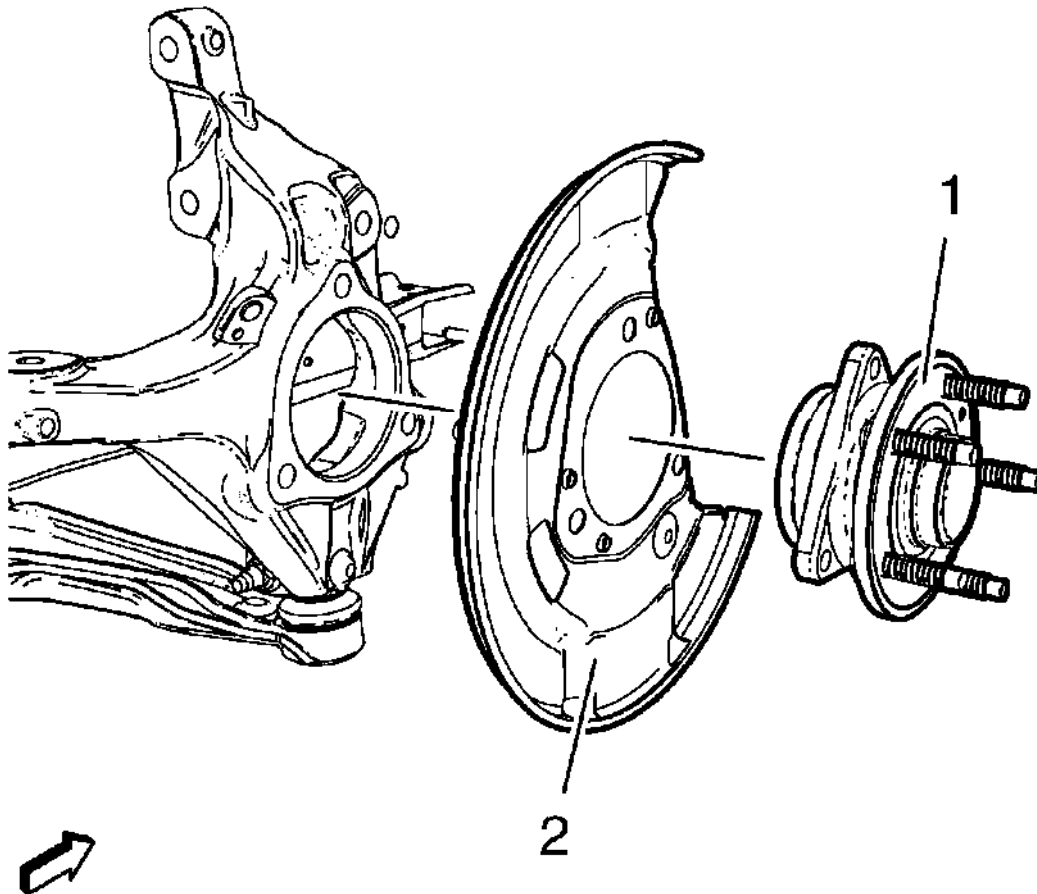


Fig. 6: Wheel Bearing/Hub, Front Brake Shield And Steering Knuckle
Courtesy of GENERAL MOTORS COMPANY

7. Remove the front wheel bearing/hub (1) and front brake shield (2) from the steering knuckle.

Installation Procedure

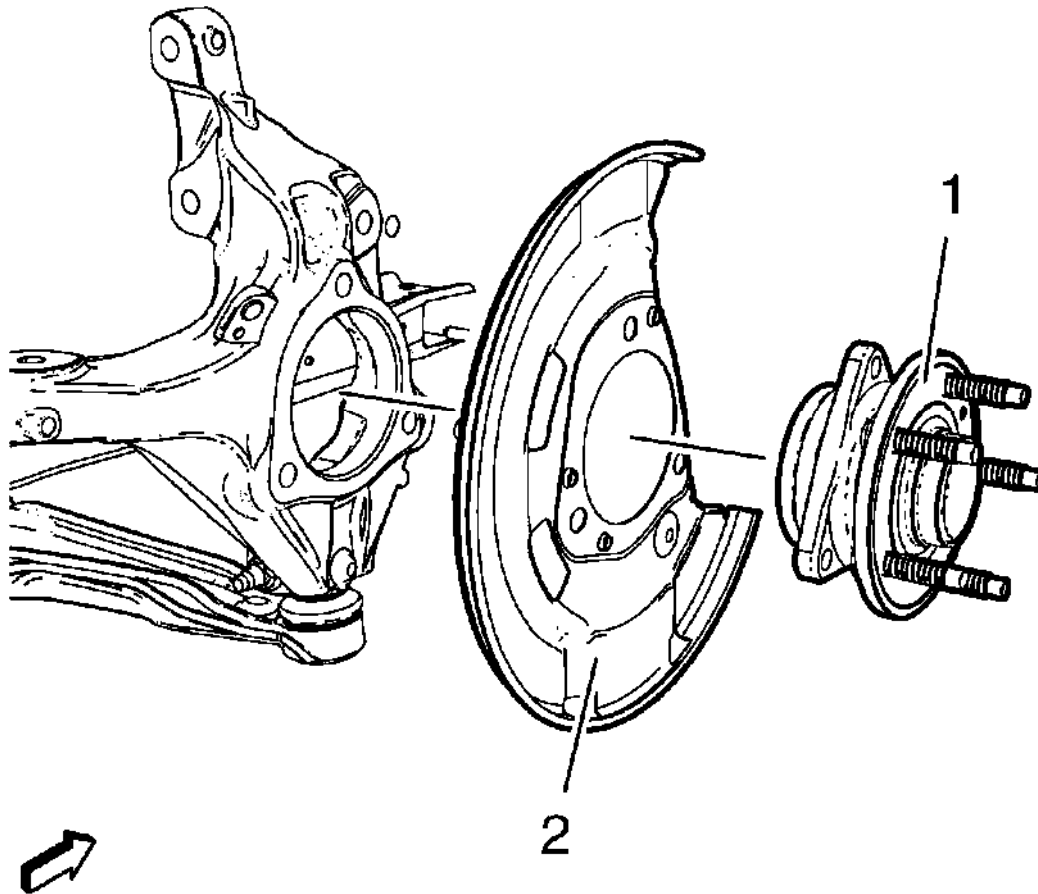


Fig. 7: Wheel Bearing/Hub, Front Brake Shield And Steering Knuckle
Courtesy of GENERAL MOTORS COMPANY

1. Position the front brake shield (2) and front wheel bearing/hub (1) assembly in the steering knuckle.

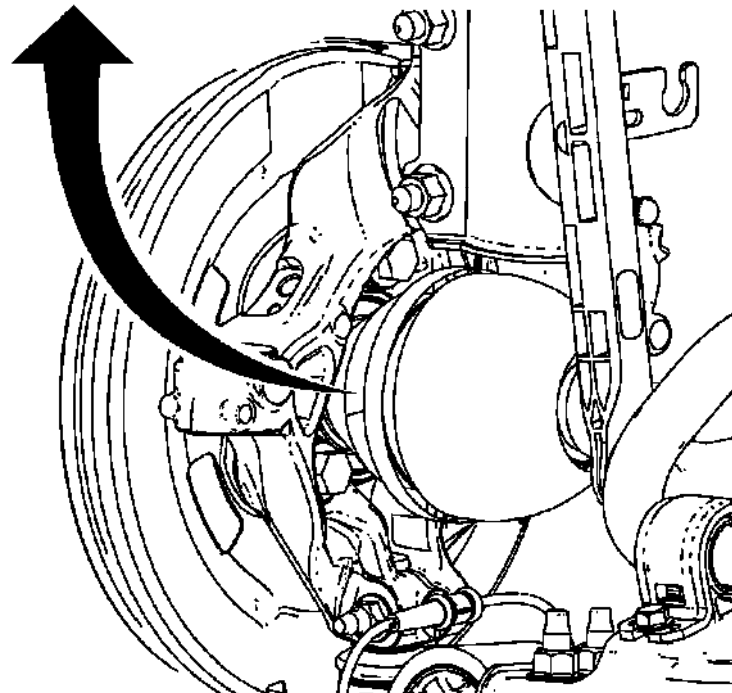
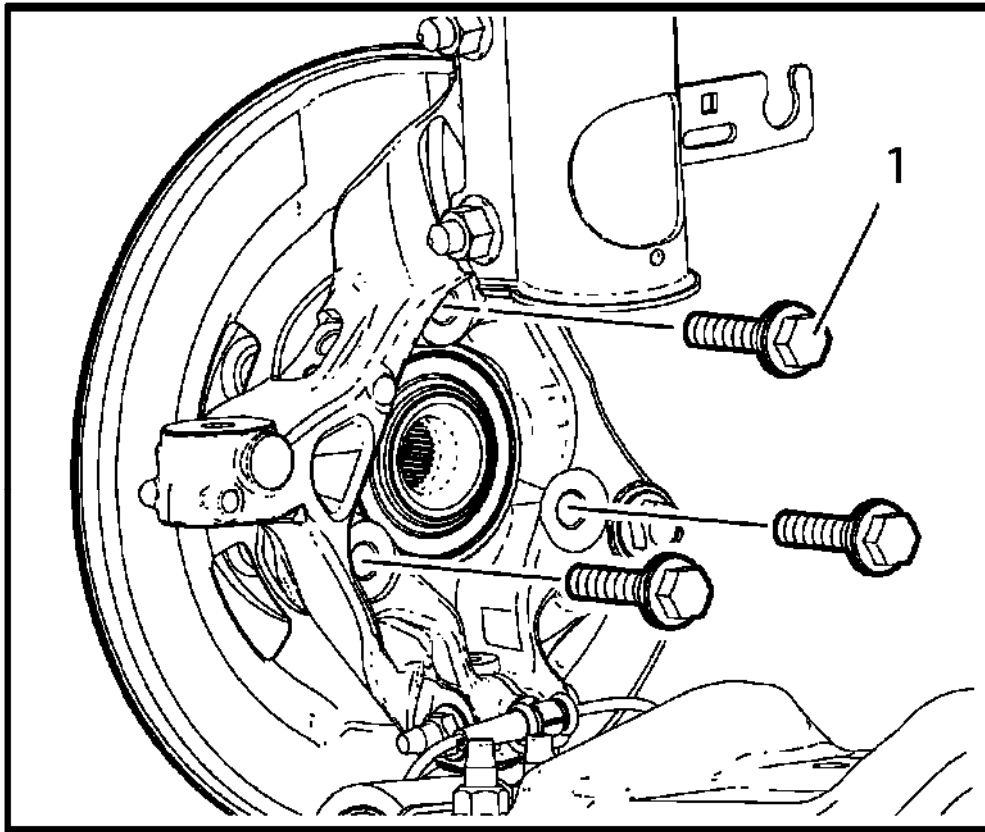


Fig. 8: Identifying Front Wheel Bearing/Hub Bolts

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Courtesy of GENERAL MOTORS COMPANY

WARNING: Refer to Torque-to-Yield Fastener Warning .

CAUTION: Refer to Fastener Caution .

2. Install the NEW front wheel bearing/hub bolts (1).
3. Tighten the bearing/hub bolts (1) in 3 passes. Use the **EN-45059** angle meter.
 - First pass to 90 N.m (66 lb ft)
 - Second pass to 60°
 - Third pass to 15°
4. Install the wheel drive shaft at the front wheel bearing/hub. Refer to Front Wheel Drive Shaft Replacement - Left Side , or Front Wheel Drive Shaft Replacement - Right Side .

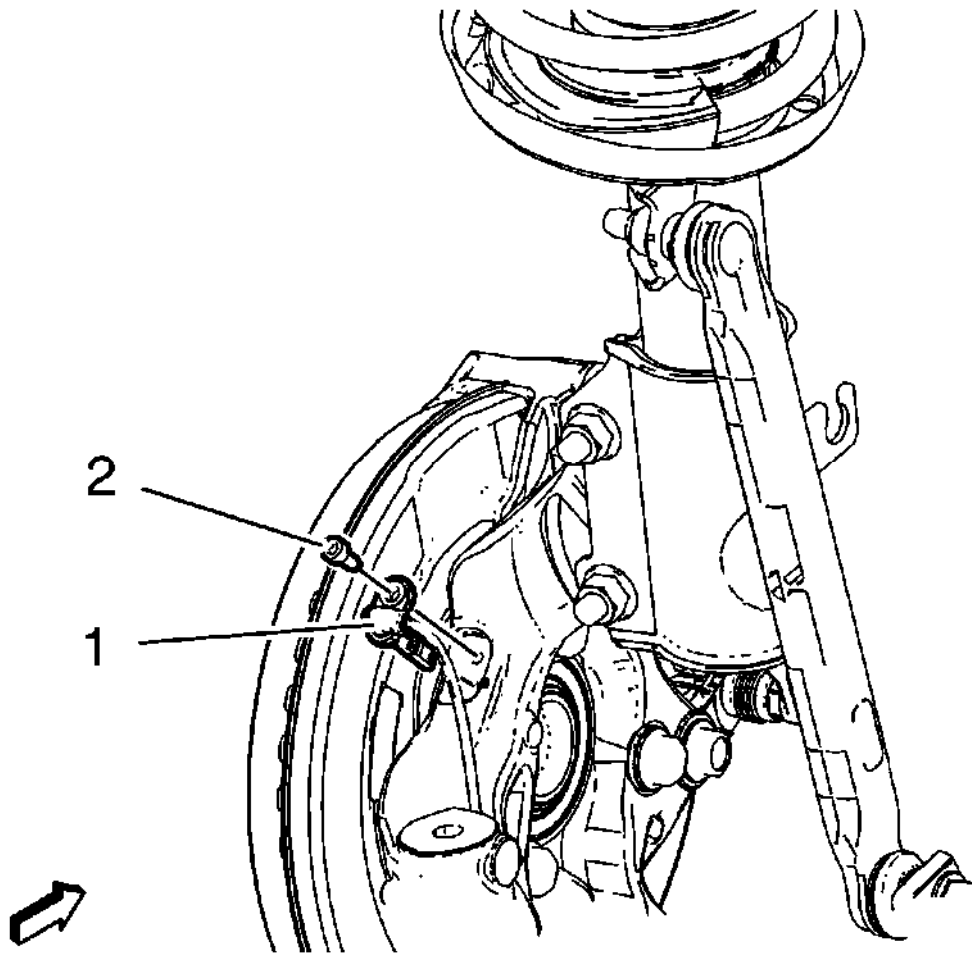


Fig. 9: Wheel Speed Sensor And Wheel Speed Sensor Screw
Courtesy of GENERAL MOTORS COMPANY

5. Install the wheel speed sensor (1) to the steering knuckle.
6. Install the wheel speed sensor screw (2) and tighten to 6 N.m (53 lb in).
7. Install the brake rotor. Refer to **Front Brake Rotor Replacement (J60)** , **Front Brake Rotor Replacement (J67)** .
8. Lower the vehicle.

STEERING KNUCKLE REPLACEMENT

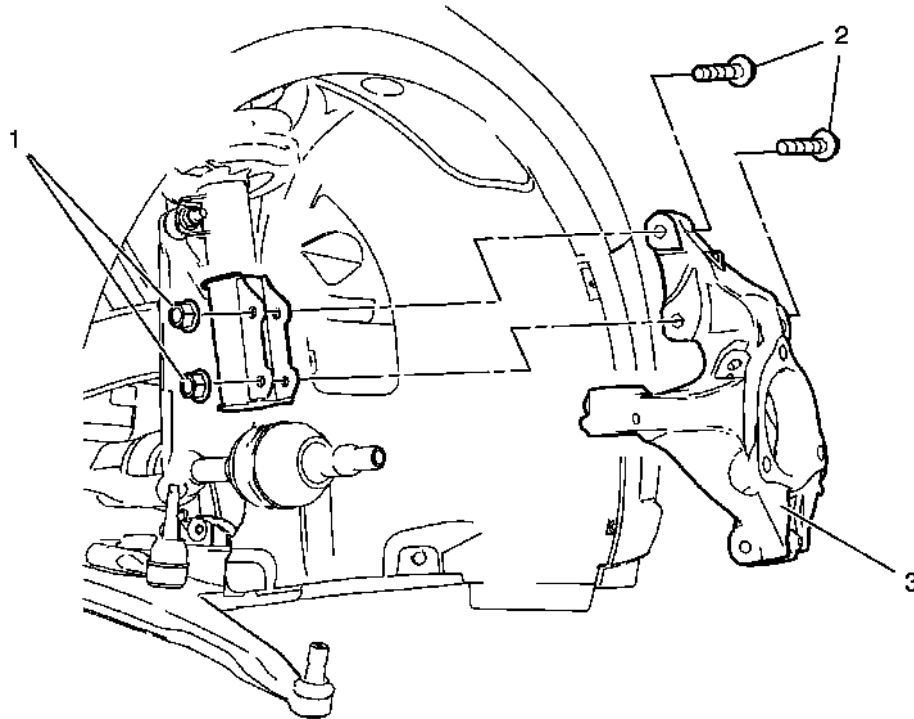


Fig. 10: View Of Steering Knuckle, Nuts And Bolts
Courtesy of GENERAL MOTORS COMPANY

Steering Knuckle Replacement

Callout	Component Name
Preliminary Procedures	
1. Raise and support the vehicle. Refer to <u>Lifting and Jacking the Vehicle</u> .	
2. Remove the wheel bearing and hub assembly. Refer to <u>Front Wheel Bearing and Hub Replacement</u> .	
3. Separate the outer tie rod end from the knuckle. Refer to <u>Steering Linkage Outer Tie Rod Replacement</u> .	
4. Separate control arm ball joint from steering knuckle. Refer to <u>Lower Control Arm Replacement</u> .	
1	Steering Knuckle Bolt (Qty: 2)
2	Steering Knuckle Nut (Qty: 2) WARNING: Refer to <u>Torque-to-Yield Fastener Warning</u> . CAUTION: Refer to <u>Fastener Caution</u> . Procedure

	1. Install NEW nuts. Do NOT reuse old nuts. 2. Use EN-45059 angle meter to apply torque. Tighten 90 N.m (66 lb ft) + 60-70 degrees Special Tools EN-45059 Torque Angle Sensor Kit For equivalent regional tools, refer to <u>Special Tools</u> .
3	Steering Knuckle

LOWER CONTROL ARM REPLACEMENT

Special Tools

EN-45059 Torque Angle Sensor Kit

For equivalent regional tools, refer to **Special Tools**.

Removal Procedure

1. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
2. Remove the tire and wheel. Refer to **Tire and Wheel Removal and Installation** .
3. Remove the front compartment insulator. Refer to **Front Compartment Insulator Replacement**
4. Remove wheel speed sensor wiring harness from control arm and steering knuckle.

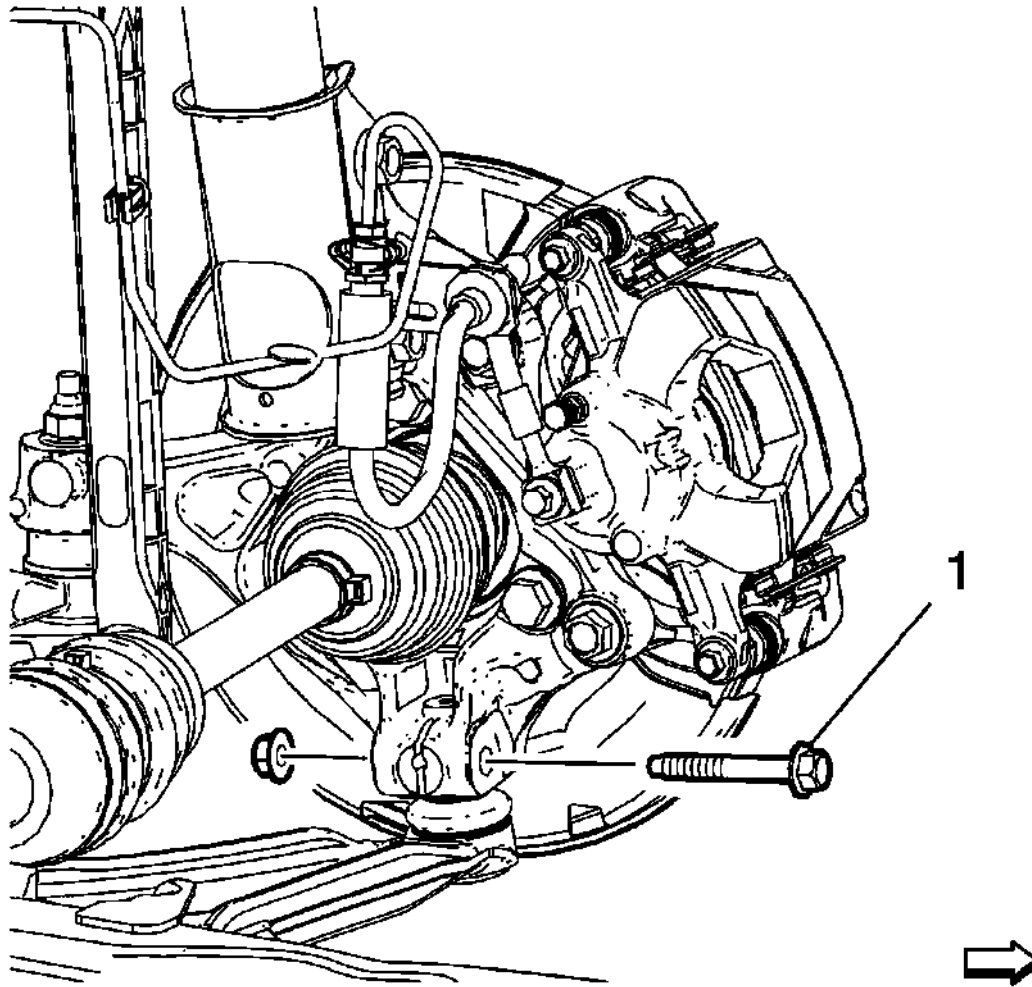


Fig. 11: Lower Ball Joint-To-Knuckle Nut And Bolt
Courtesy of GENERAL MOTORS COMPANY

5. Remove the lower ball joint to knuckle nut and bolt (1). DISCARD the nut and bolt (1).

CAUTION: Do not pry in such a way that the ball joint seal is contacted. Damage to the seal may result.

6. Separate the lower control arm from the knuckle.

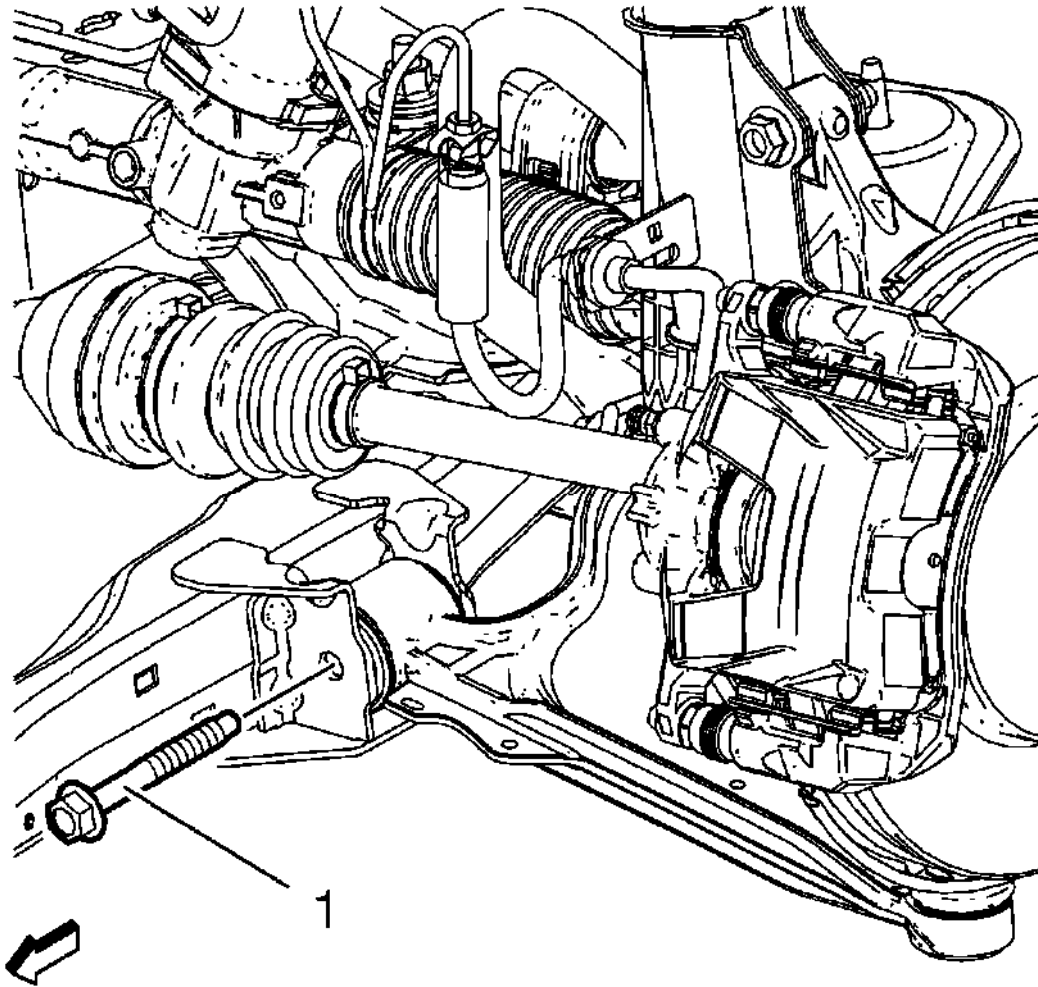


Fig. 12: Identifying Front Lower Control Arm Nut And Bolt
Courtesy of GENERAL MOTORS COMPANY

7. Remove the front lower control arm nut and bolt (1). DISCARD the bolt (1).

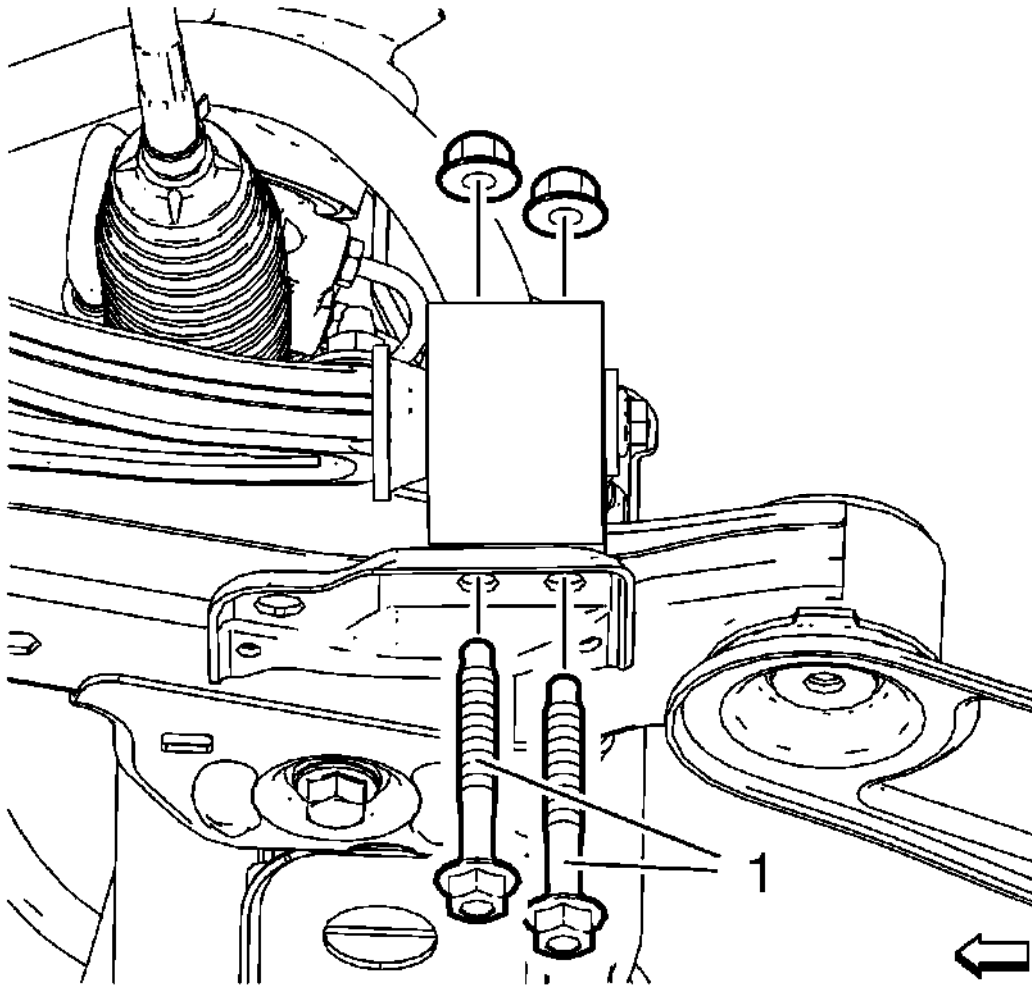


Fig. 13: Rear Lower Control Arm Bushing Nuts And Bolts
Courtesy of GENERAL MOTORS COMPANY

8. Remove the rear lower control arm bushing nuts and bolts (1). DISCARD the bolts (1).

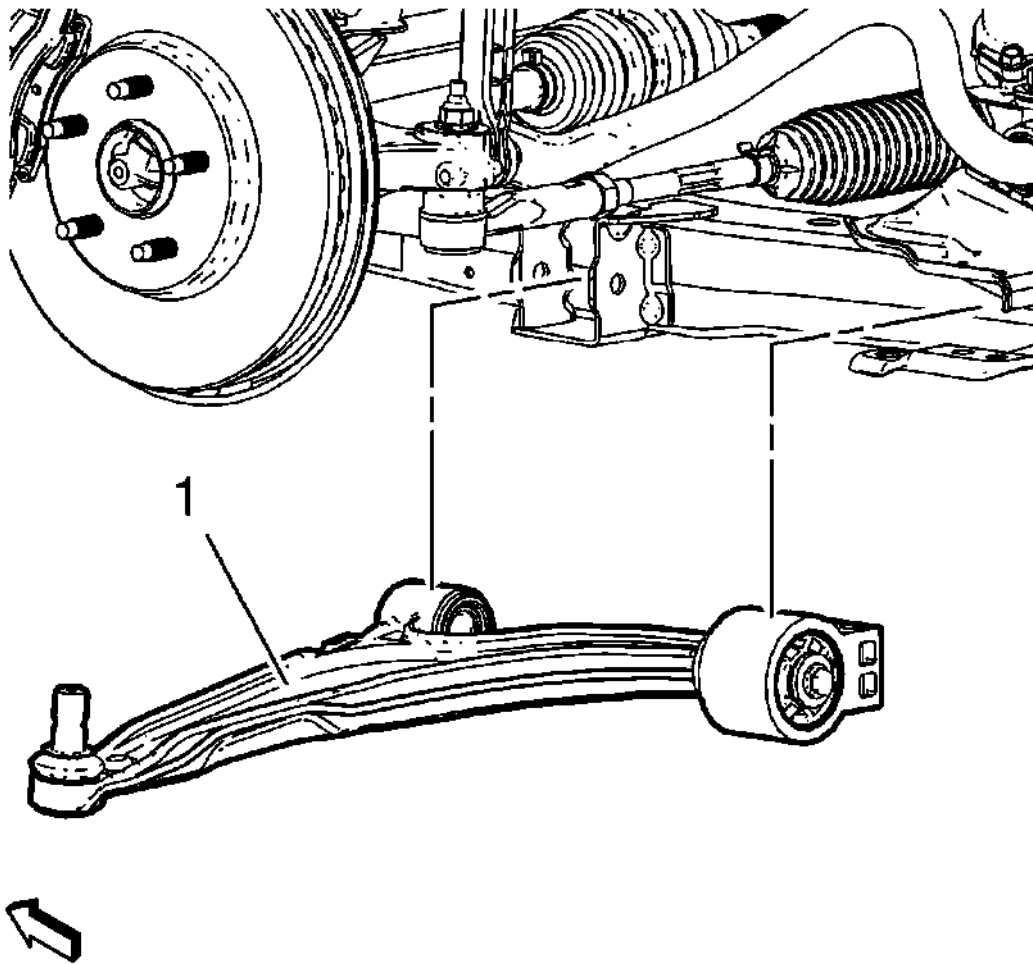


Fig. 14: View Of Lower Control Arm
Courtesy of GENERAL MOTORS COMPANY

9. Remove the lower control (1) arm from the front frame.

Installation Procedure

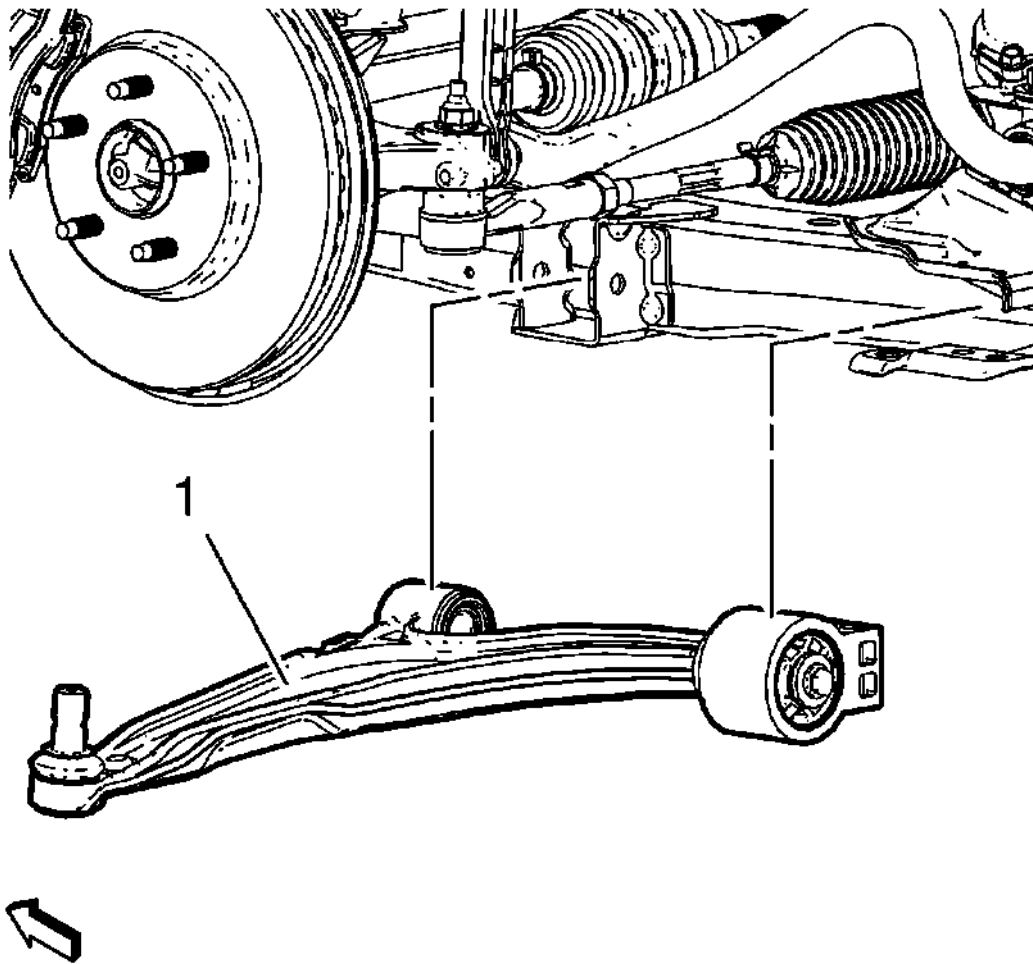


Fig. 15: View Of Lower Control Arm
Courtesy of GENERAL MOTORS COMPANY

1. Position the lower control arm (1) in the cradle.

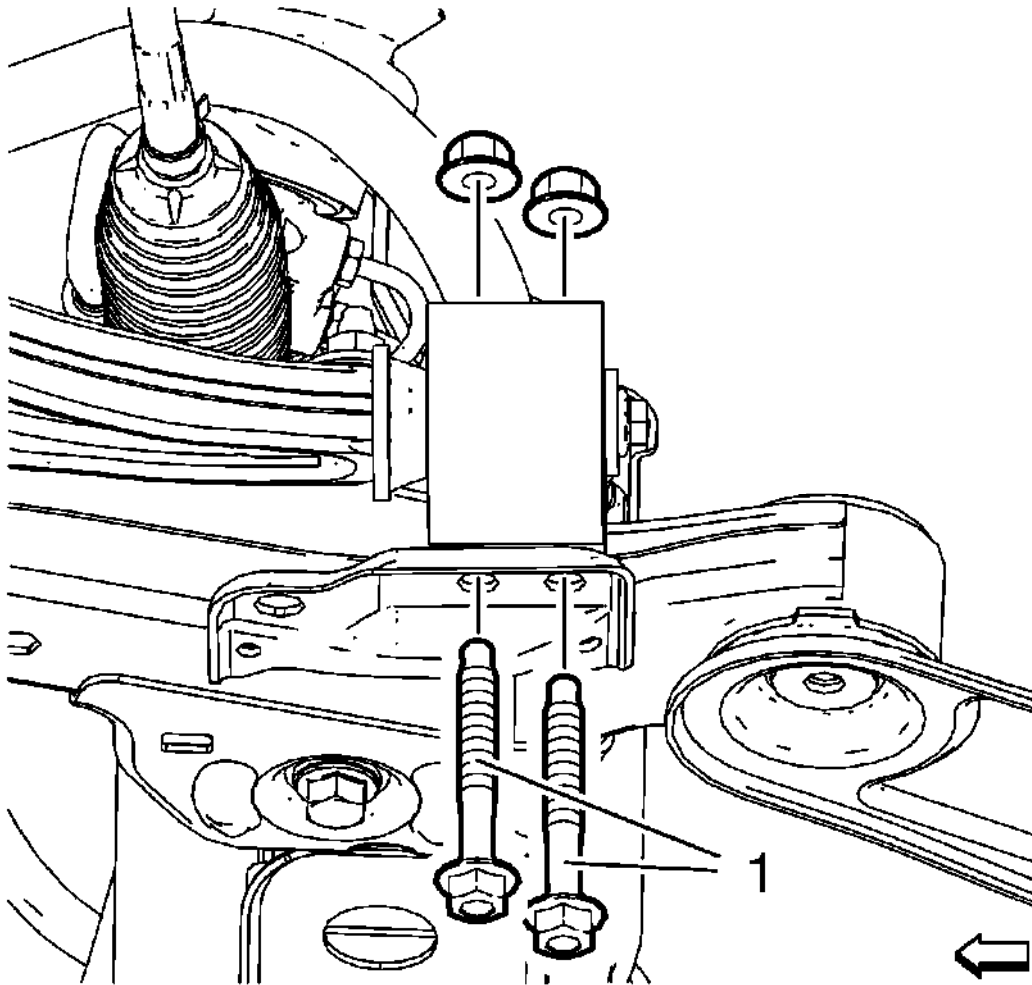


Fig. 16: Rear Lower Control Arm Bushing Nuts And Bolts
Courtesy of GENERAL MOTORS COMPANY

2. Install and hand tighten the rear lower control arm bushing nuts and NEW bolts (1).

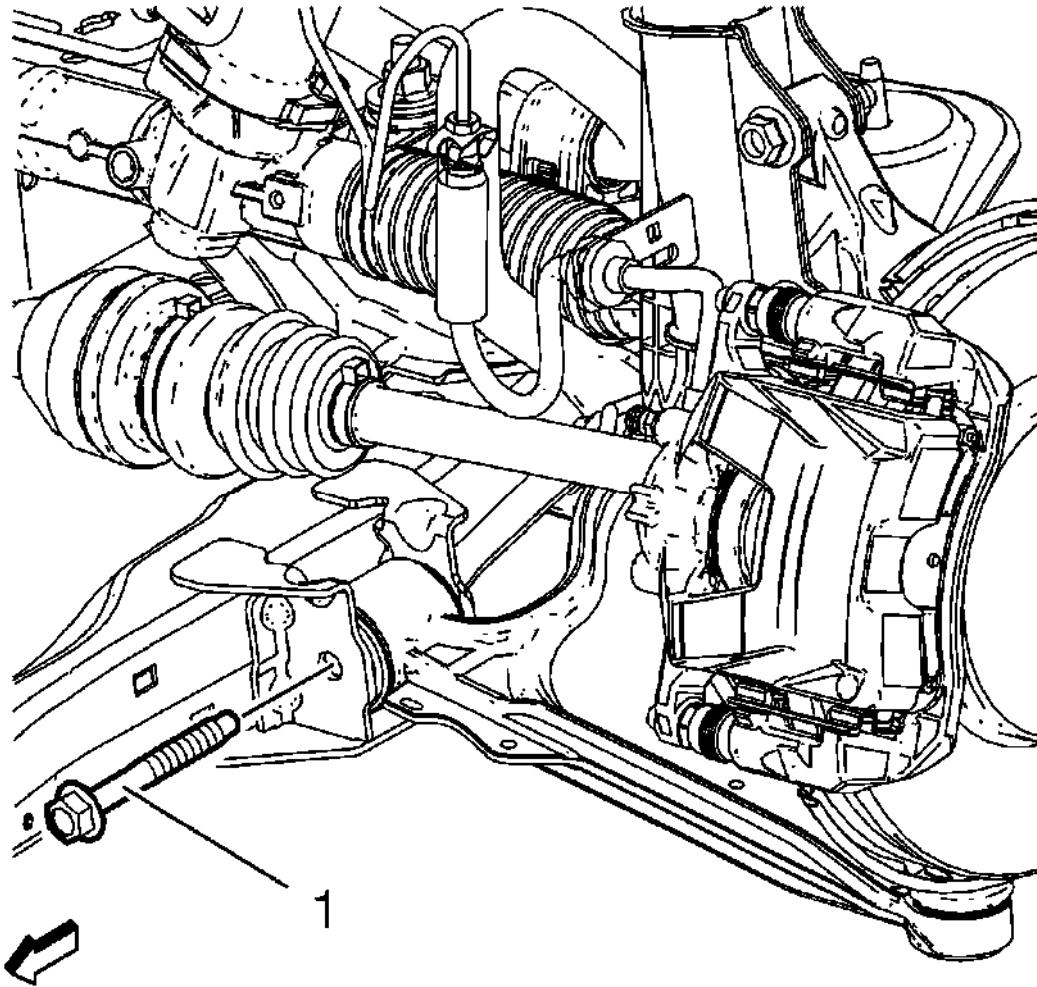


Fig. 17: Identifying Front Lower Control Arm Nut And Bolt
Courtesy of GENERAL MOTORS COMPANY

3. Install and hand tighten the front lower control arm nut and NEW bolt (1).

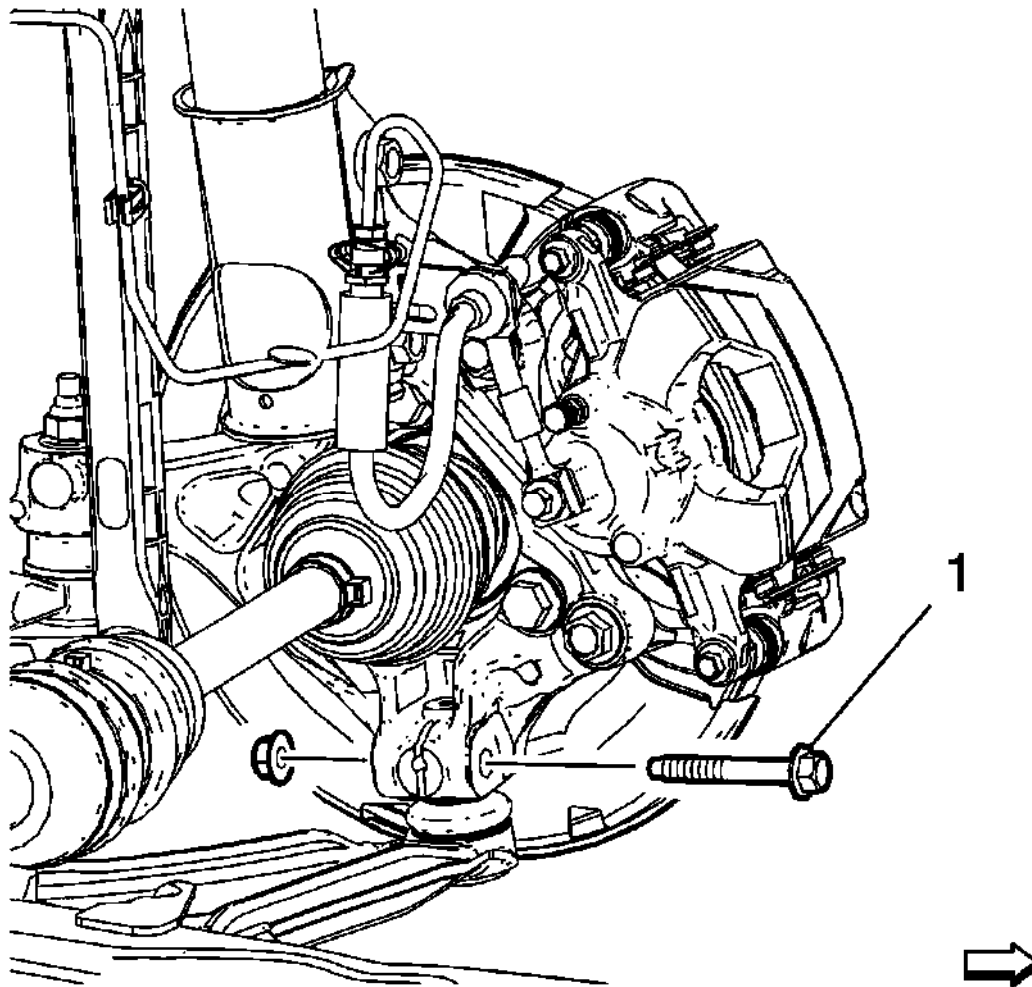


Fig. 18: Lower Ball Joint-To-Knuckle Nut And Bolt
Courtesy of GENERAL MOTORS COMPANY

WARNING: Refer to Torque-to-Yield Fastener Warning .

CAUTION: Refer to Fastener Caution .

4. Support the lower control arm with a hydraulic jack and lift the control arm to Z-Height. Refer to Trim Height Inspection .
5. Tighten the front lower control arm bolt to 70 N.m (52 lb ft) +75-90 degrees, using **EN-45059** kit.
6. Tighten the rear bushing to frame bolts to 70 N.m (52 lb ft) +90 degrees, using **EN-45059** kit.
7. Remove the hydraulic jack.
8. Install the NEW ball joint to knuckle bolt (1) and nut.

9. Using the **EN-45059** kit, tighten the nut.
- First Pass: 50 N.m (37 lb ft)
 - Second Pass: Loosen the nut 120 degrees
 - Third Pass: 50 N.m (37 lb ft)
 - Final Pass: Additional 35 degrees

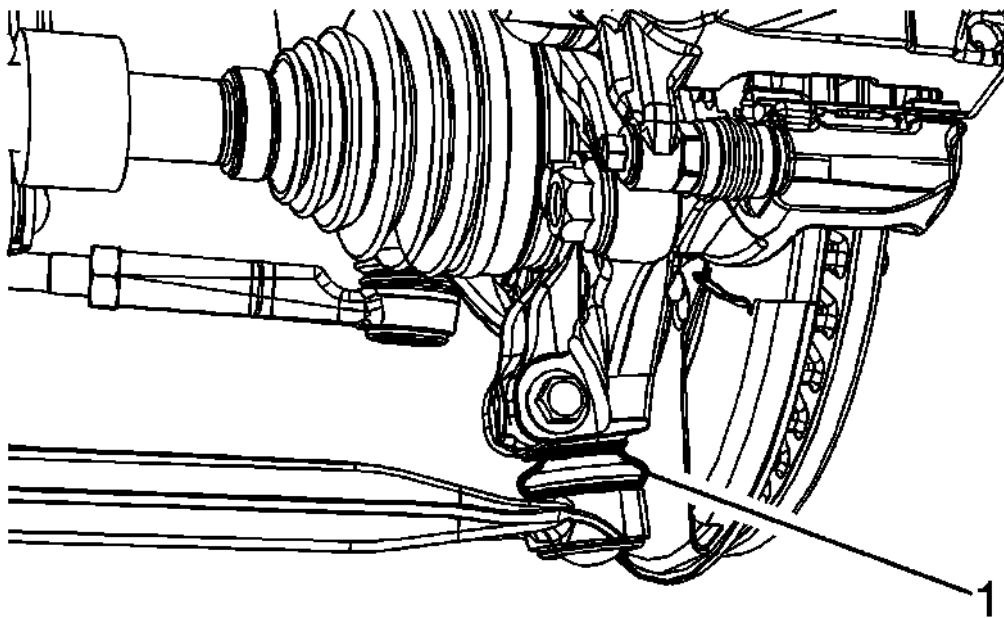


Fig. 19: View Of Ball Joint Boot

Courtesy of GENERAL MOTORS COMPANY

10. Ensure that the ball joint boot (1) is properly seated between the lower control arm and the knuckle.
11. Install the front compartment insulator. Refer to **Front Compartment Insulator Replacement**
12. Install the tire and wheel. Refer to **Tire and Wheel Removal and Installation** .
13. Lower the vehicle.

FRONT LOWER CONTROL ARM BUSHING REPLACEMENT

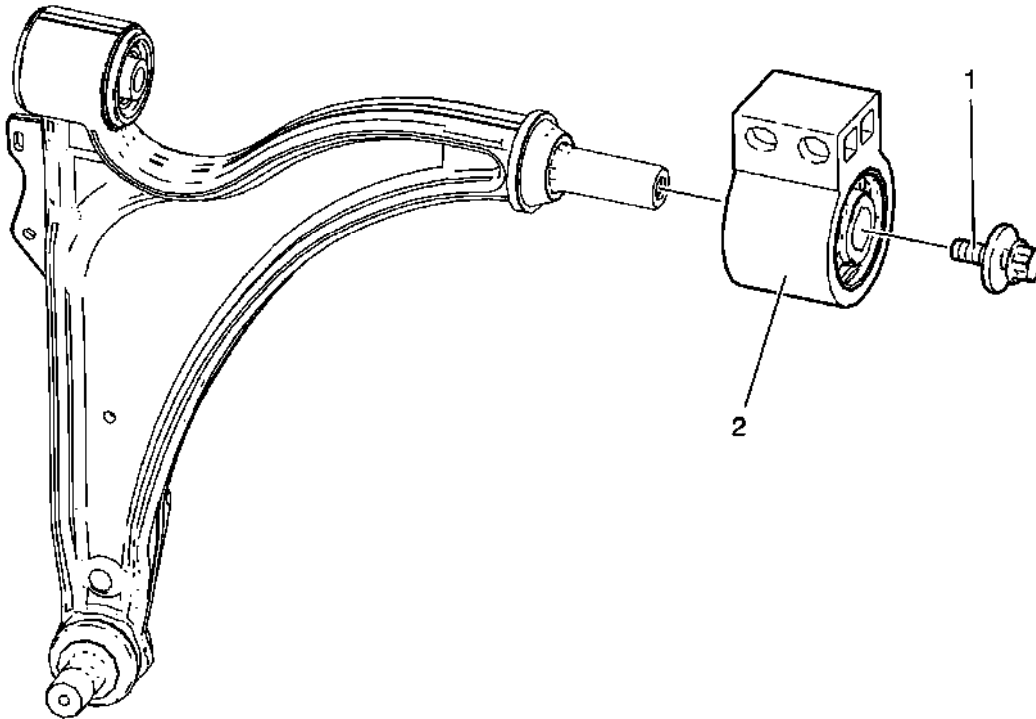


Fig. 20: Lower Control Arm Rear Bushing And Bolt
Courtesy of GENERAL MOTORS COMPANY

Front Lower Control Arm Bushing Replacement

Callout	Component Name
Preliminary Procedures	
1. Raise and support the vehicle. Refer to <u>Lifting and Jacking the Vehicle</u> .	
2. Remove the tire and wheel. Refer to <u>Tire and Wheel Removal and Installation</u> .	
3. Remove the front compartment insulator. Refer to <u>Front Compartment Insulator Replacement</u>	
4. Remove the lower control arm. Refer to <u>Lower Control Arm Replacement</u> .	
1	Lower Control Arm Rear Bushing Bolt
	Lower Control Arm Rear Bushing
	WARNING: Refer to <u>Torque-to-Yield Fastener Warning</u> .
	CAUTION: Refer to <u>Fastener Caution</u> .
	Procedure
	1. Install and hand tighten the NEW bushing bolt. Do NOT reuse old bolt.

2	2. Install lower control arm to the vehicle. Refer to <u>Lower Control Arm Replacement</u> 3. Support the lower control arm with a hydraulic jack and lift the control arm into the neutral position. 4. Tighten lower control arm bushing bolt. Tighten 55 N.m (41 lb ft) + 45 - 60° Special Tools EN-45059 Torque Angle Sensor Kit For equivalent regional tools. Refer to <u>Special Tools</u>.
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WHEEL STUD REPLACEMENT

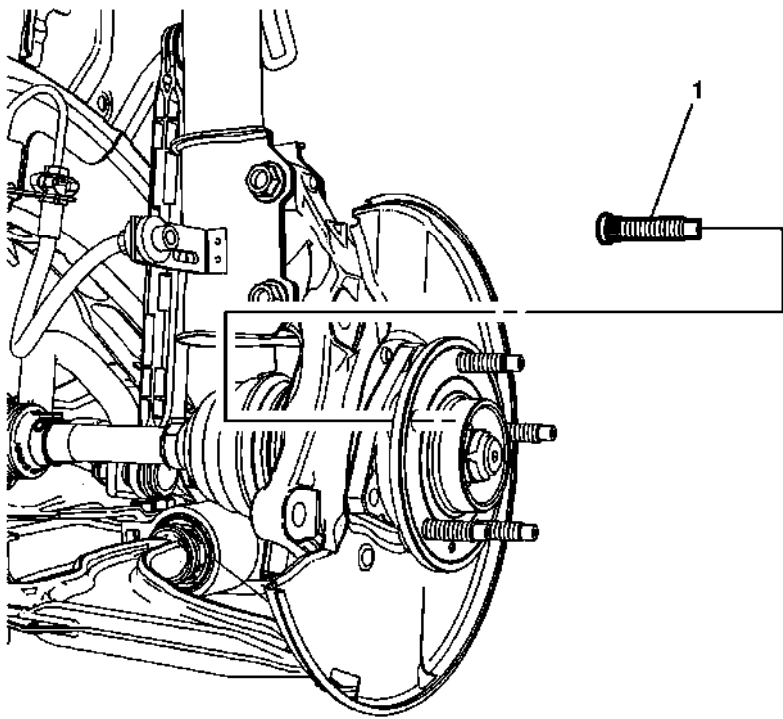


Fig. 21: Wheel Studs
Courtesy of GENERAL MOTORS COMPANY

Wheel Stud Replacement

Callout	Component Name
Preliminary Procedure	
1.	Raise and support the vehicle. Refer to <u>Lifting and Jacking the Vehicle</u> .
2.	Remove the tire and wheel assembly. Refer to <u>Tire and Wheel Removal and Installation</u> .

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3. Remove the front wheel bearing assembly. **Front Wheel Bearing and Hub Replacement.**

1

Wheel Stud (Qty: 5)

Procedure

1. Rotate the wheel bearing so that the wheel stud to be removed is located where there is a relief in the wheel bearing casting.
2. Using the **CH 43631** remover, remove and discard the wheel stud from the wheel bearing. Replace with NEW only.
3. When installing the wheel stud, use the proper amount of washers to allow the wheel stud to be fully seated against the wheel bearing flange.
4. Use a wheel nut with the flat side of the wheel nut facing the washers to fully seat the wheel stud.

Special Tools

CH 43631 Ball Joint Remover

For equivalent regional tools, refer to **Special Tools**

STRUT ASSEMBLY REMOVAL AND INSTALLATION

Special Tools

- **CH-49375** Wrench
- **EN-45059** Angle Meter

For equivalent regional tools, refer to **Special Tools**.

Removal Procedure

1. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
2. Remove the tire and wheel assembly. Refer to **Tire and Wheel Removal and Installation** .

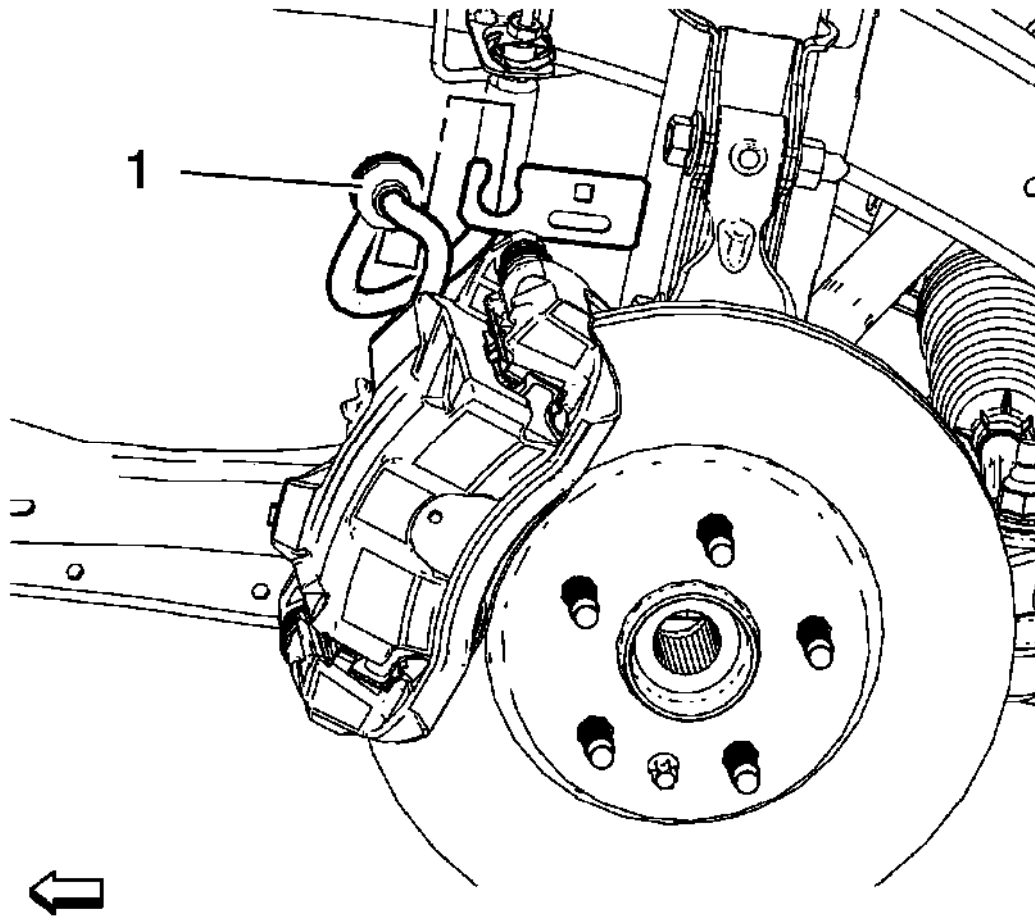


Fig. 22: Identifying Brake Hose

Courtesy of GENERAL MOTORS COMPANY

3. Separate the brake hose (1) from the shock absorber.

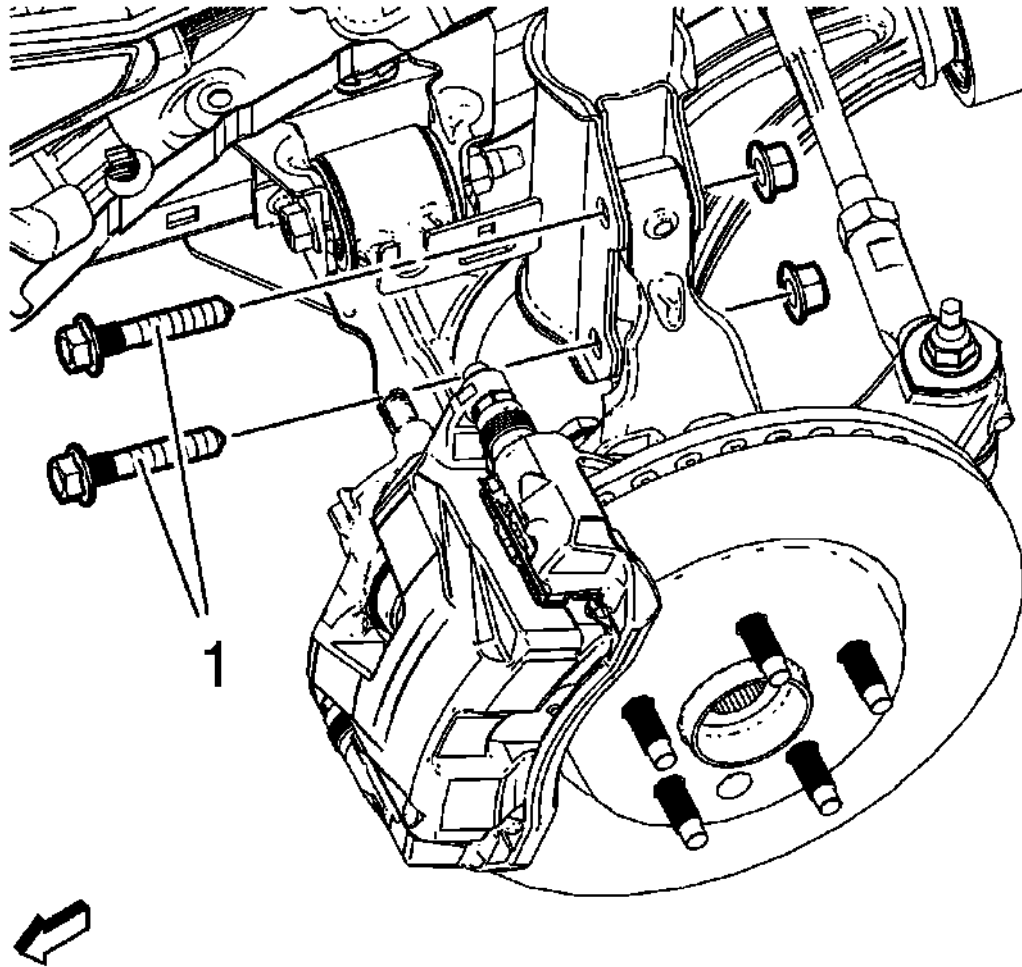


Fig. 23: Steering Knuckle And Bolts
Courtesy of GENERAL MOTORS COMPANY

4. Remove and DISCARD the steering knuckle nuts and bolts (1).

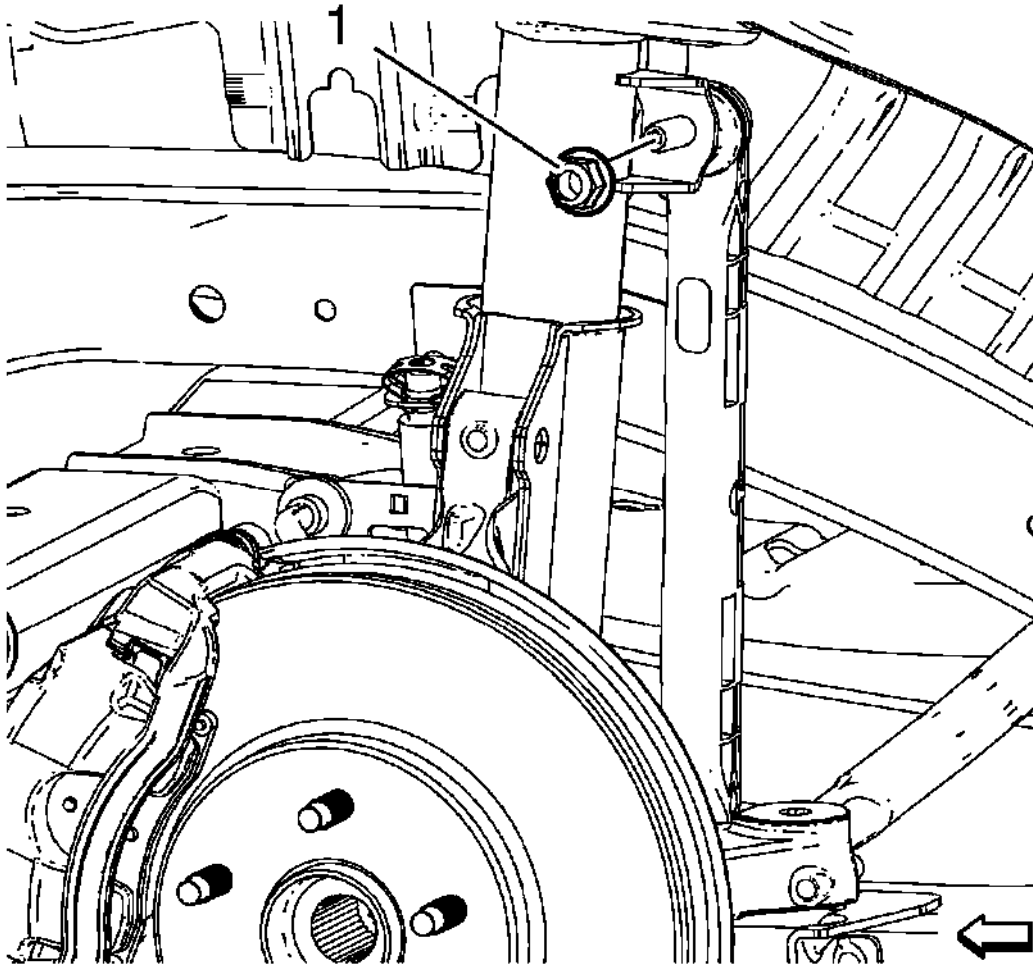


Fig. 24: View Of Stabilizer Shaft Link Nut
Courtesy of GENERAL MOTORS COMPANY

5. Remove and DISCARD the stabilizer shaft link nut (1) from the front strut.
6. Lower the vehicle.

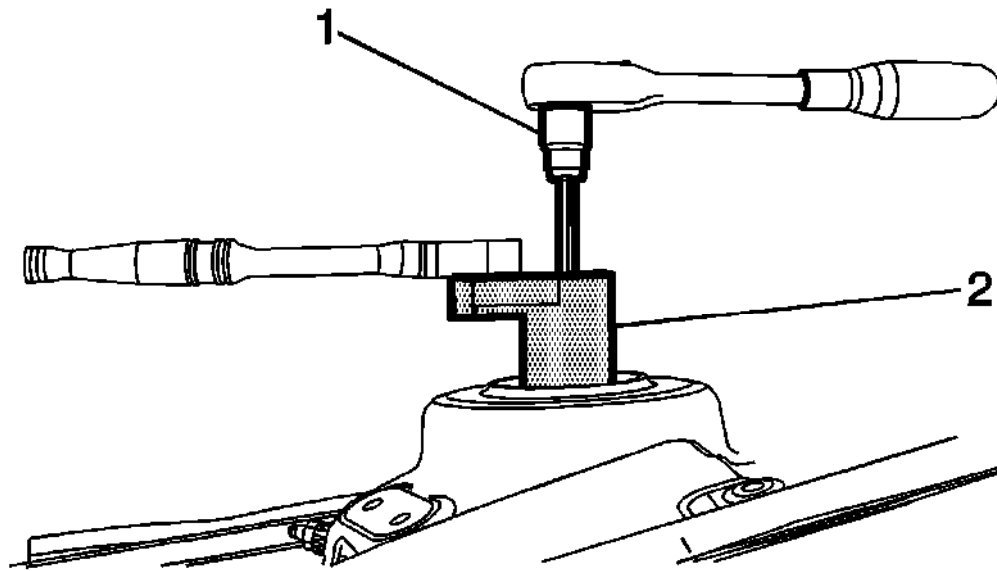


Fig. 25: Special Tool And Torx(R) Bit
Courtesy of GENERAL MOTORS COMPANY

7. Remove the upper strut mount nut (1), use the **CH-49375** wrench.
8. Remove the strut mounting plate (2).
9. Separate the front strut from the knuckle.
10. Remove the front strut assembly from the vehicle.
11. For servicing the individual strut components, refer to **Strut, Strut Component, or Spring Replacement**.

Installation Procedure

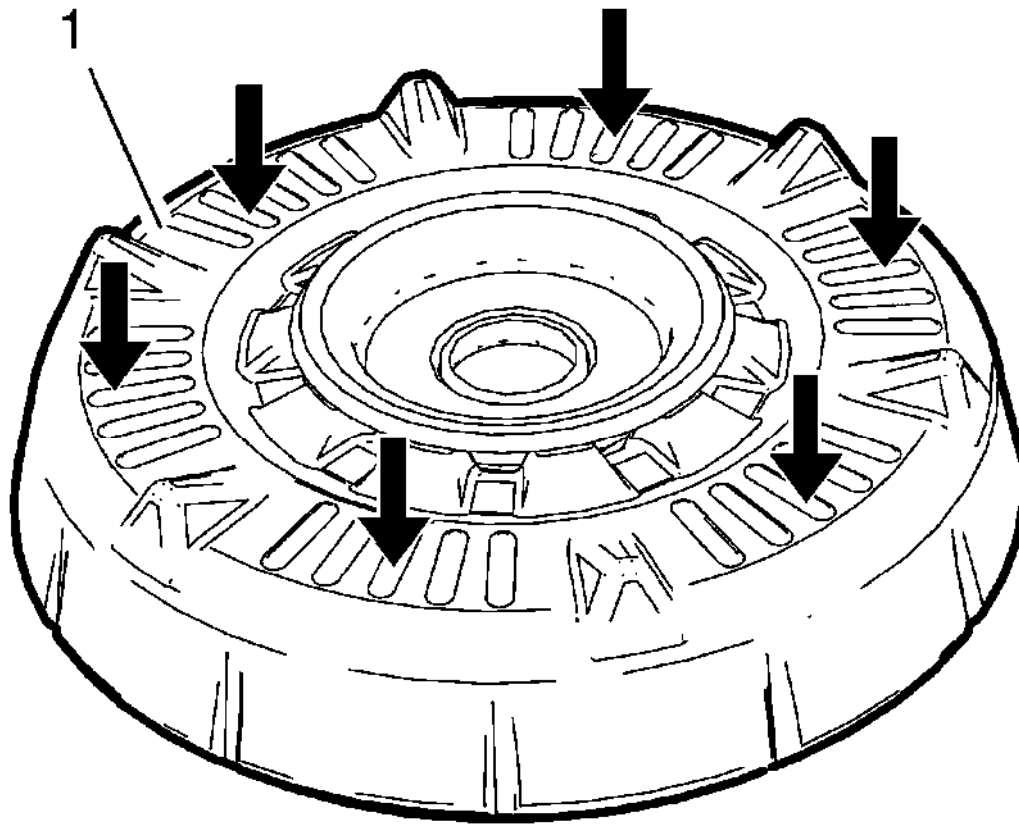


Fig. 26: Upper Strut Mount

Courtesy of GENERAL MOTORS COMPANY

1. Lightly apply rubber lubricant to the upper strut mount using rubber lubricant GM P/N 12345884 (Canadian P/N 5728223) to ease installation and for proper seating of mount.
2. Install the front strut assembly.

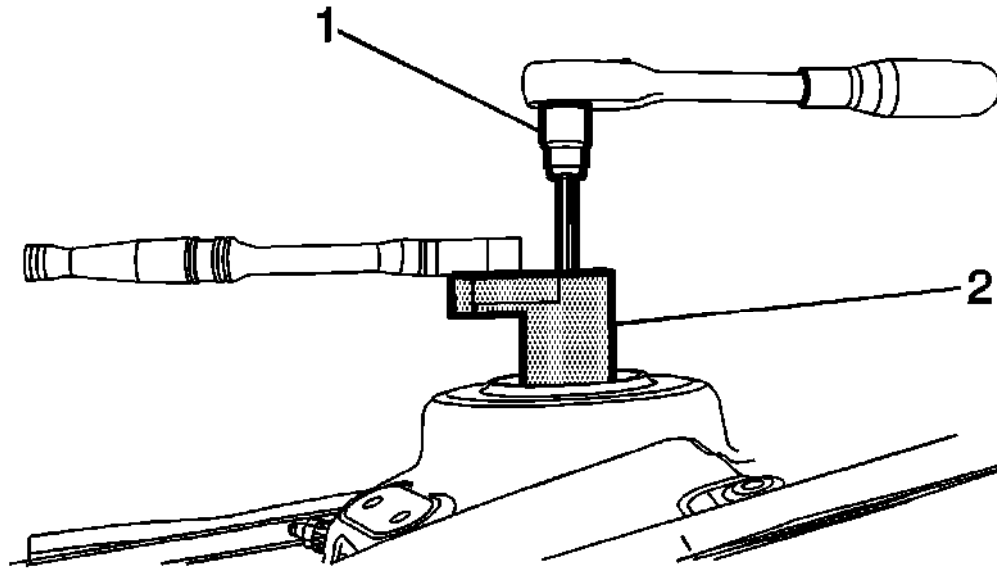


Fig. 27: Special Tool And Torx(R) Bit
Courtesy of GENERAL MOTORS COMPANY

CAUTION: Refer to Fastener Caution .

3. Install the strut mounting plate (2).
4. Install the upper strut mount nut (1).
5. Tighten the nut (1) to 65 N.m (48 lb ft), using the **CH-49375** wrench.

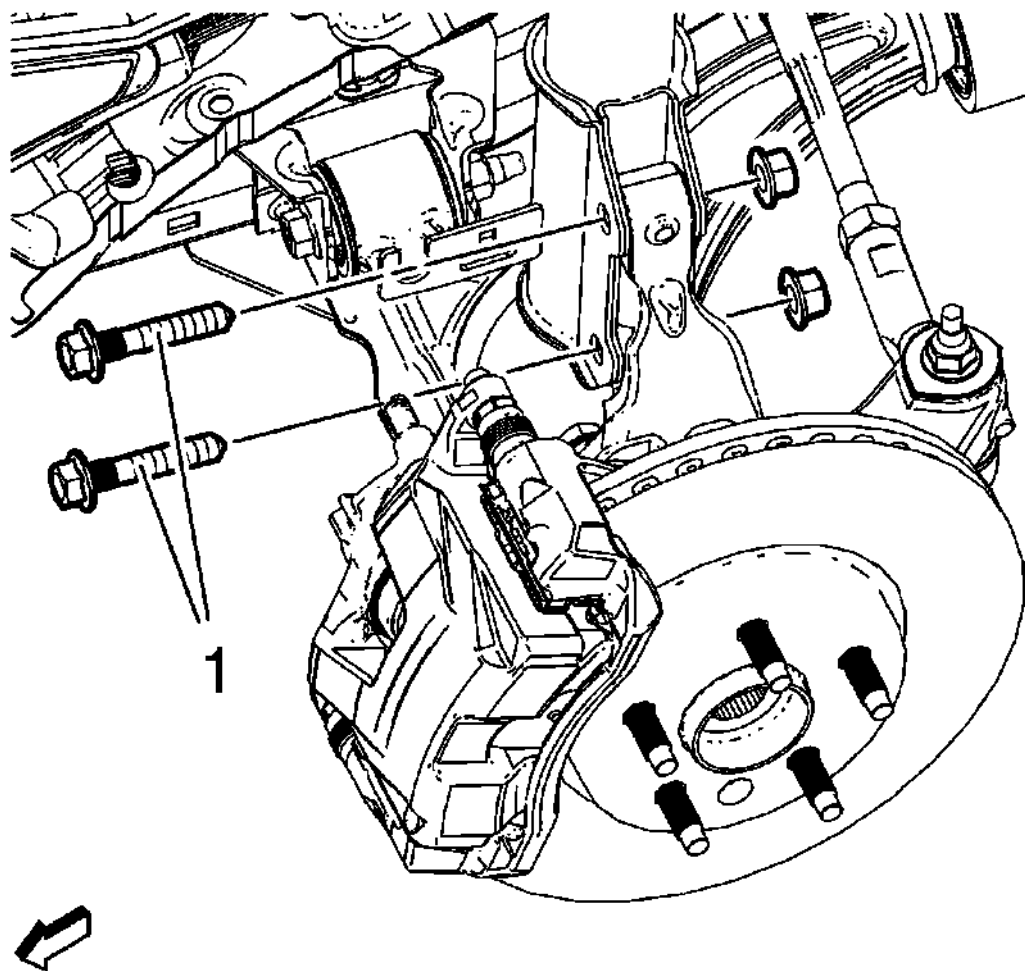


Fig. 28: Steering Knuckle And Bolts
Courtesy of GENERAL MOTORS COMPANY

6. Insert the front strut in the knuckle.

WARNING: Refer to Torque-to-Yield Fastener Warning .

7. Tighten the NEW steering knuckle nuts and bolts (1) a first pass to 90 N.m (66 lb ft).
8. Tighten the NEW steering knuckle nuts and bolts a final pass to an additional 60 - 70 degrees, using the **EN-45059** meter.

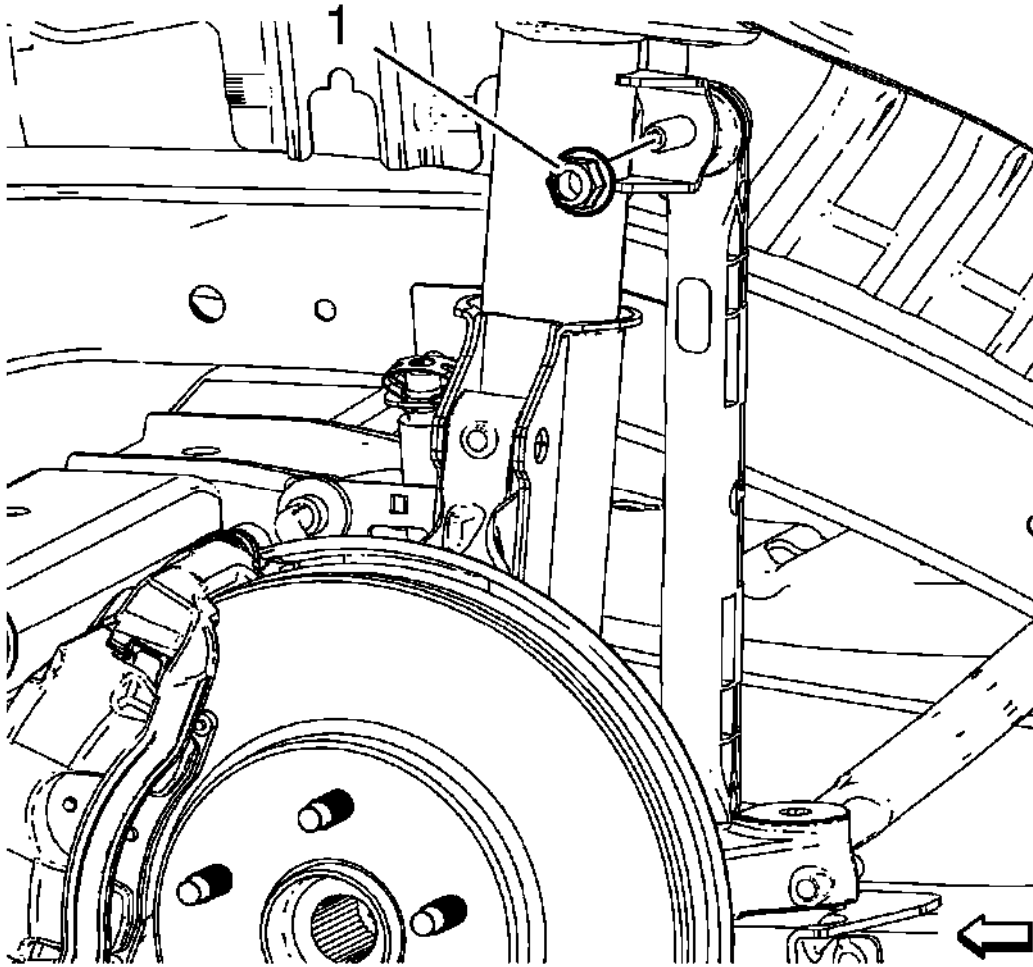


Fig. 29: View Of Stabilizer Shaft Link Nut
Courtesy of GENERAL MOTORS COMPANY

9. Install a NEW stabilizer shaft link nut (1) and tighten to 65 N.m (48 lb ft).

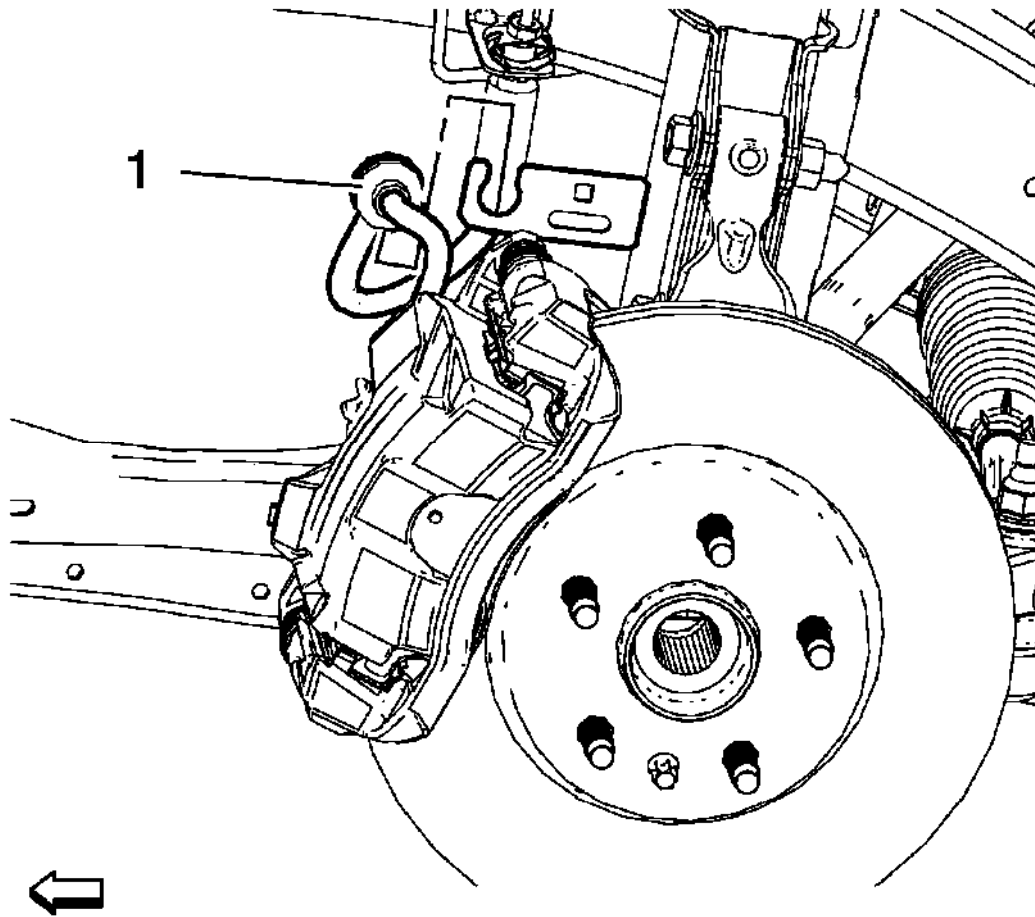


Fig. 30: Identifying Brake Hose

Courtesy of GENERAL MOTORS COMPANY

10. Install the brake hose (1) to the strut.
11. Install the front tire and wheel assembly. Refer to **Tire and Wheel Removal and Installation** .
12. Lower the vehicle.
13. Check the front camber alignment specifications. Refer to **Front Camber Adjustment** .

SHOCK ABSORBER DISPOSAL

WARNING: Use the proper eye protection when drilling to prevent metal chips from causing physical injury.

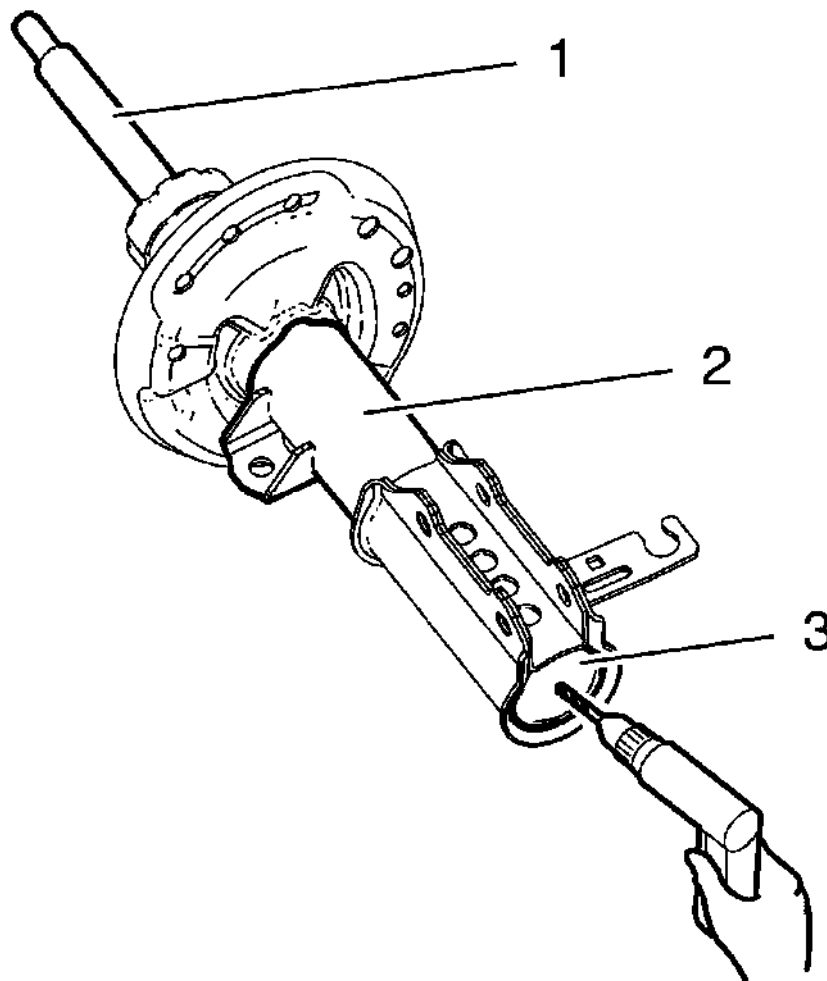


Fig. 31: Shock Absorber Components

Courtesy of GENERAL MOTORS COMPANY

1. Clamp the strut in a vise horizontally with the rod (1) completely extended.
2. Drill a hole in the strut at the center of the end cap (3) using a 5 mm (3/16 in) drill bit. Gas or a gas/oil mixture will exhaust when the drill bit penetrates the strut. Use shop towels in order to contain the escaping oil.
3. Remove the strut from the vise.
4. Hold the strut over a drain pan vertically with the hole down.
5. Move the rod (1) in and out of the tube (2) to completely drain the oil from the strut.

STRUT, STRUT COMPONENT, OR SPRING REPLACEMENT

Special Tools

- **CH 6066** Strut Spring Compressor

- **CH 35669** Wrench

For equivalent regional tools, refer to **Special Tools**.

Disassembly Procedure

1. Remove the front suspension strut from the vehicle. Refer to **Strut Assembly Removal and Installation**.

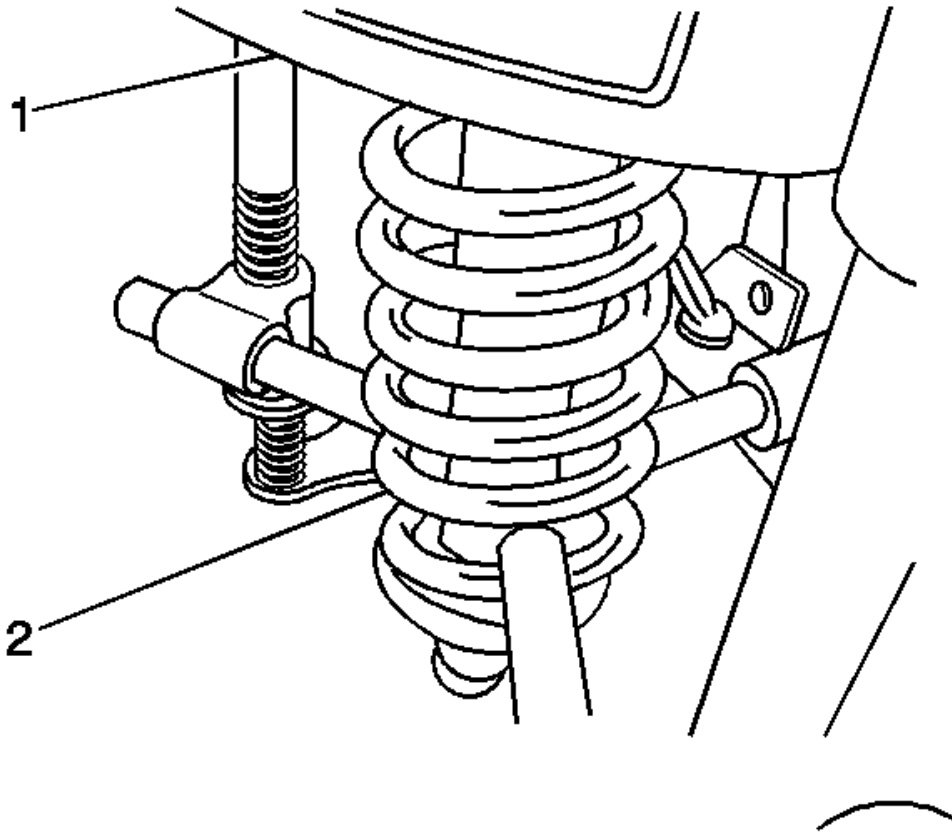


Fig. 32: Strut And Strut Spring Compressor
Courtesy of GENERAL MOTORS COMPANY

2. Install the front suspension strut in the **CH 6066** compressor (1).

NOTE: The spring is compressed when the strut moves freely.

3. Using the **CH 6066** compressor (1), compress the front spring (2).

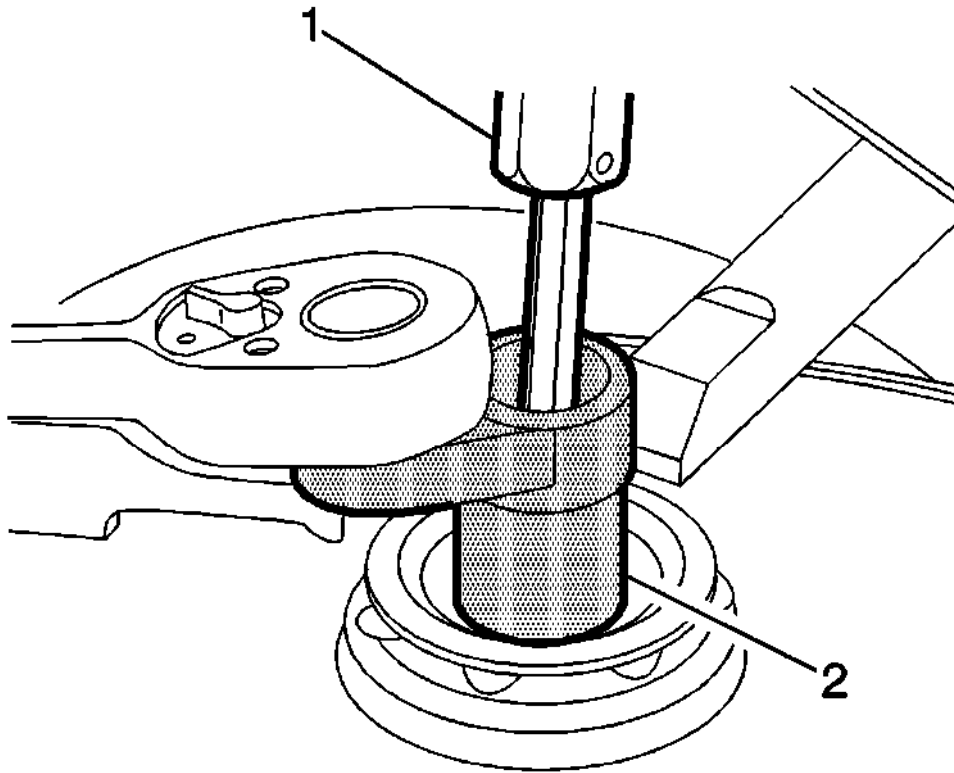


Fig. 33: View Of TORX(R) Bit And Special Wrench
Courtesy of GENERAL MOTORS COMPANY

4. Using a TORX® bit (1) and the **CH 35669** wrench (2), remove the front suspension strut nut.

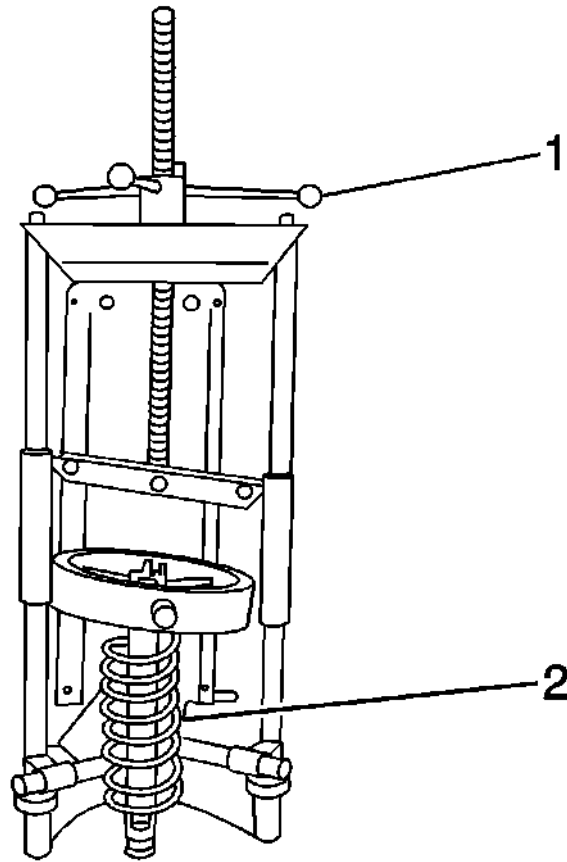


Fig. 34: View Of Compressor Forcing Screw & Coil Spring
Courtesy of GENERAL MOTORS COMPANY

5. Remove the front suspension strut mount and the front spring (2) from the **CH 6066** compressor (1).

Assembly Procedure

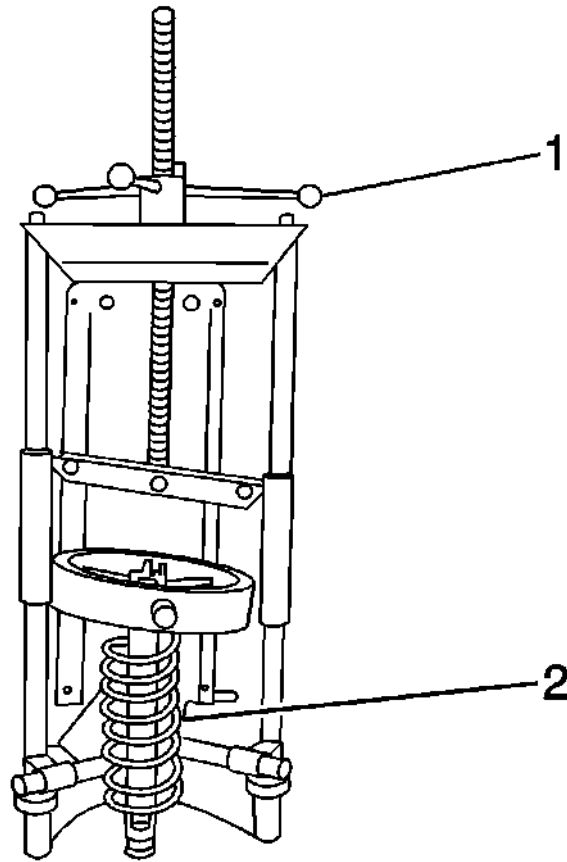


Fig. 35: View Of Compressor Forcing Screw & Coil Spring
Courtesy of GENERAL MOTORS COMPANY

1. Install the front spring (2) and front suspension strut mount in the **CH 6066** compressor (1).
2. Using the **CH 6066** compressor (1), compress the front spring (2).
3. Hand tighten the front suspension strut nut.

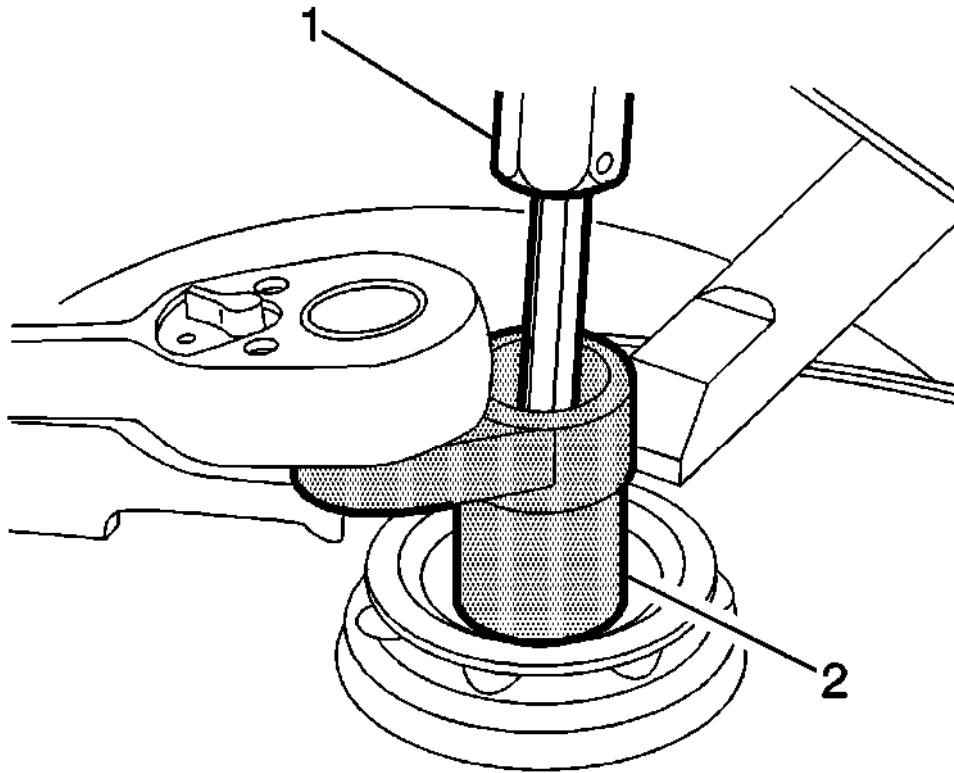


Fig. 36: View Of TORX(R) Bit And Special Wrench
Courtesy of GENERAL MOTORS COMPANY

CAUTION: Refer to Fastener Caution .

NOTE: Use the proper size TORX® bit to hold the strut shaft.

4. Using the **CH 35669** wrench (2) and the TORX® bit (1), tighten the front suspension strut nut to 70 N.m (52 lb ft).
5. Remove the front suspension strut from the **CH 6066** compressor (1).
6. Install the front suspension strut on the vehicle. Refer to Strut Assembly Removal and Installation.

DESCRIPTION AND OPERATION

FRONT SUSPENSION DESCRIPTION AND OPERATION

The front suspension has 2 primary purposes:

- Isolate the driver from irregularities in the road surface.
- Define the ride and handling characteristics of the vehicle.

The front suspension absorbs the impact of the tires travelling over irregular road surfaces and dissipates this energy throughout the suspension system. This process isolates the vehicle occupants from the road surface. The rate at which the suspension dissipates the energy and the amount of energy that is absorbed is how the suspension defines the vehicles ride characteristics. Ride characteristics are designed into the suspension system and are not adjustable. The ride characteristics are mentioned in this description in order to aid in the understanding of the functions of the suspension system. The suspension system must allow for the vertical movement of the tire and wheel assembly as the vehicle travels over irregular road surfaces while maintaining the tire's horizontal relationship to the road.

This requires that the steering knuckle be suspended between a lower control arm and a strut assembly. The lower control arm attaches from the steering knuckle at the outermost point of the control arm. The attachment is through a ball and socket type joint. The innermost end of the control arm attached at 2 points to the vehicle frame through semi-rigid bushings. The upper portion of the steering knuckle is attached to a strut assembly. The strut assembly then connects to the vehicle body by way of an upper bearing. The steering knuckle is allowed to travel up and down independent of the vehicle body structure and frame.

This up and down motion of the steering knuckle as the vehicle travels over bumps is absorbed predominantly by the coil spring. This spring is retained under tension over the strut assembly. A strut is used in conjunction with this system in order to dampen out the oscillations of the coil spring. A strut is a basic hydraulic cylinder. The strut is filled with oil and has a moveable shaft that connects to a piston inside the strut. Valves inside the shock absorber offer resistance to oil flow and consequently inhibit rapid movement of the piston and shaft. Each end of the shock absorber is connected in such a fashion to utilize this recoil action of a spring alone. Each end of the strut is designed as the connection point of the suspension system to the vehicle and acts as the coil spring seat. This allows the strut to utilize the dampening action to reduce the recoil of a spring alone. The lower control arm is allowed to pivot at the vehicle frame in a vertical fashion. The ball joint allows the steering knuckle to maintain the perpendicular relationship to the road surface.

Front suspensions systems utilize a stabilizer shaft. The stabilizer bar connects between the left and right lower control arm assemblies through the stabilizer link and stabilizer shaft insulators. This bar controls the amount of independent movement of the suspension when the vehicle turns. Limiting the independent movement defines the vehicles handling characteristics on turns.

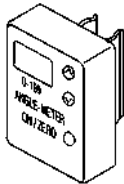
SPECIAL TOOLS AND EQUIPMENT

SPECIAL TOOLS

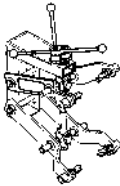
Illustration	Tool Number/Description
	CH-43631 Ball Joint Remover

2013 Chevrolet Cruze

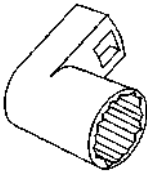
2013 SUSPENSION Front Suspension - Cruze



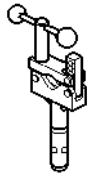
EN-45059
J-45059
Angle Meter



CH-48845
J-45400
Spring Compressor



CH-49375
J-35669
Wrench



CH-6066
Strut Spring Compressor