

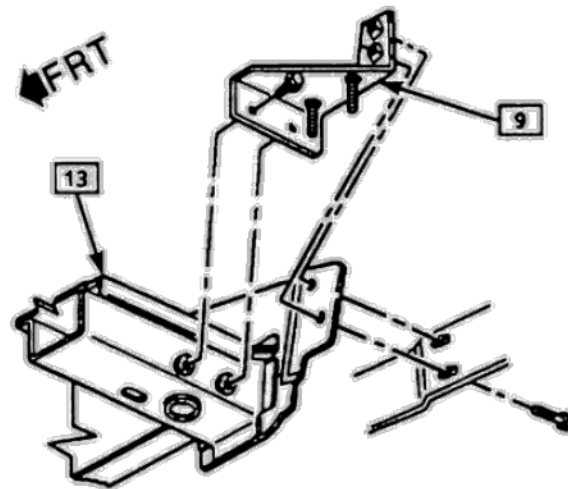
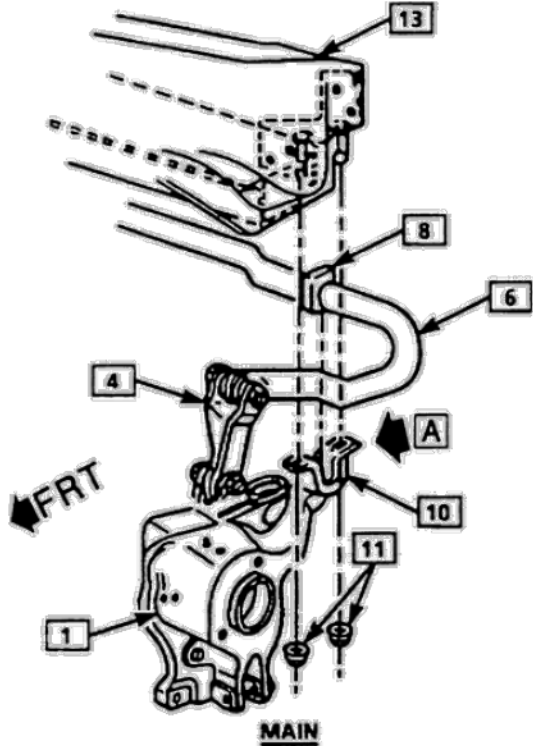
REAR SUSPENSION COMPONENT LOCATIONS

- 1. Tie rod
- 2. Rear spring
- 3. Tie rod end

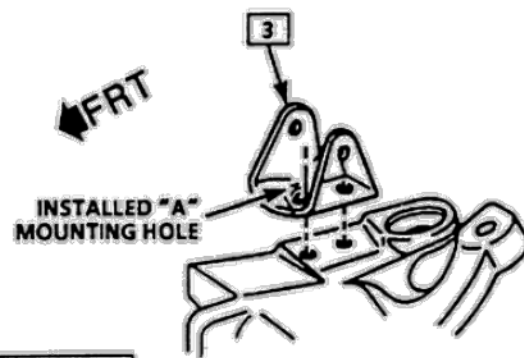
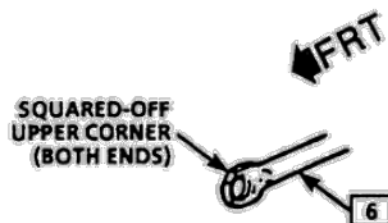
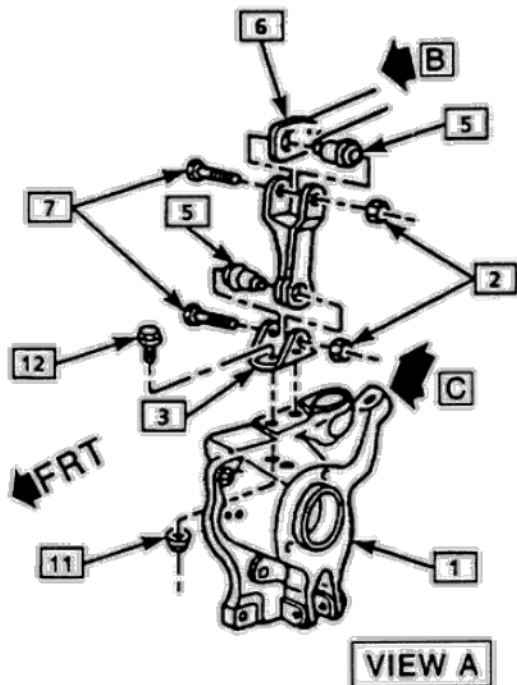
- 4. Spring insulators
- 5. Shock absorber
- 6. Support rod

- 7. Differential carrier
- 8. Anchor plate



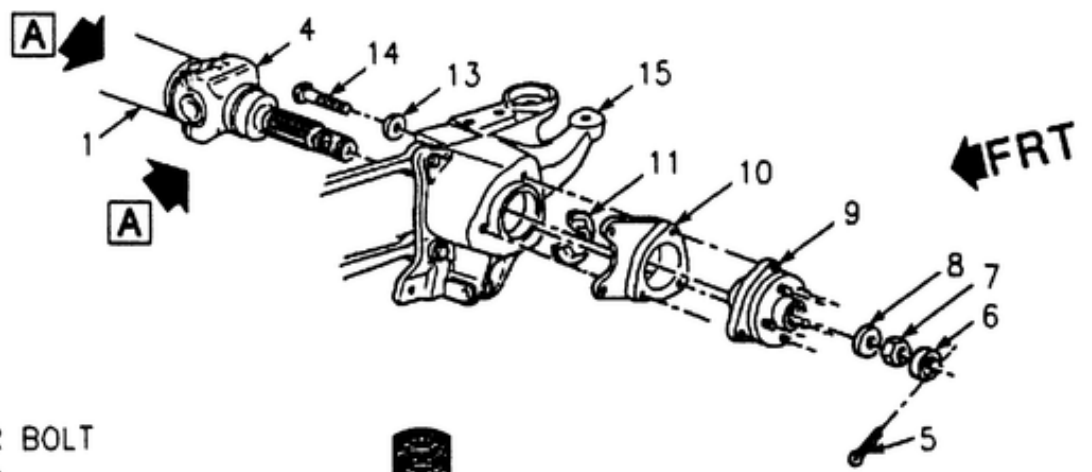


RIGHT SIDE SHOWN (LEFT SIDE TYPICAL)

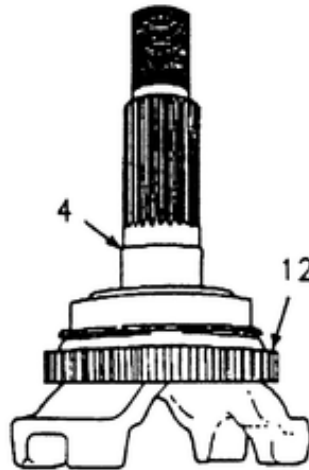


- 1 SUSPENSION KNUCKLE
- 2 STABILIZER SHAFT LINK NUT
- 3 STABILIZER SHAFT LINK BRACKET
- 4 STABILIZER SHAFT LINK
- 5 STABILIZER SHAFT LINK INSULATOR
- 6 STABILIZER SHAFT
- 7 STABILIZER SHAFT LINK BOLT

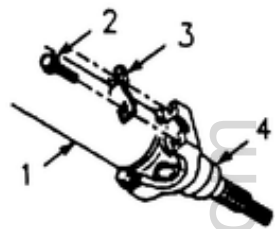
- 8 STABILIZER SHAFT INSULATOR
- 9 STABILIZER SHAFT BRACKET SUPPORT
- 10 STABILIZER SHAFT BRACKET
- 11 HEX FLANGED NUT
- 12 HEX BOLT
- 13 REAR CROSSMEMBER



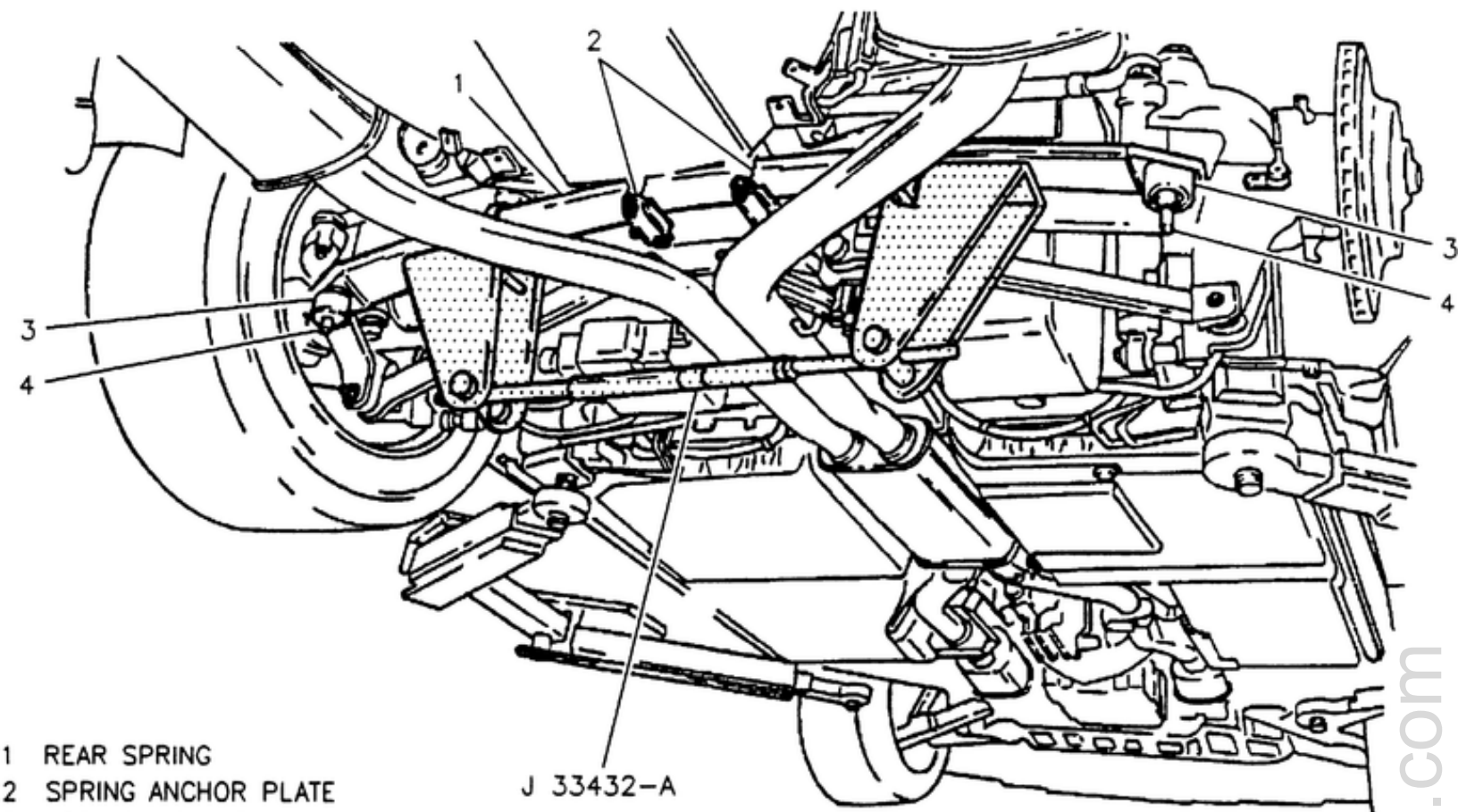
- 1 AXLE SHAFT
- 2 U-JOINT SHAFT RETAINER BOLT
- 3 U-JOINT SHAFT RETAINER
- 4 SPINDLE
- 5 COTTER PIN
- 6 WHEEL NUT RETAINER
- 7 SPINDLE NUT
- 8 SPINDLE WASHER
- 9 WHEEL HUB
- 10 CALIPER MOUNTING PLATE
- 11 WHEEL SPINDLE WASHER
- 12 ANTI-LOCK BRAKE TOOTH RING
- 13 WASHER
- 14 WHEEL HUB BOLT
- 15 SUSPENSION KNUCKLE



VIEW A

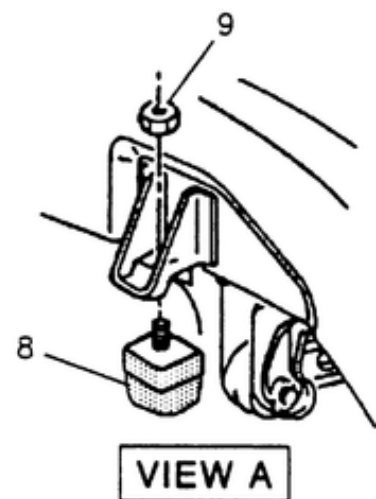
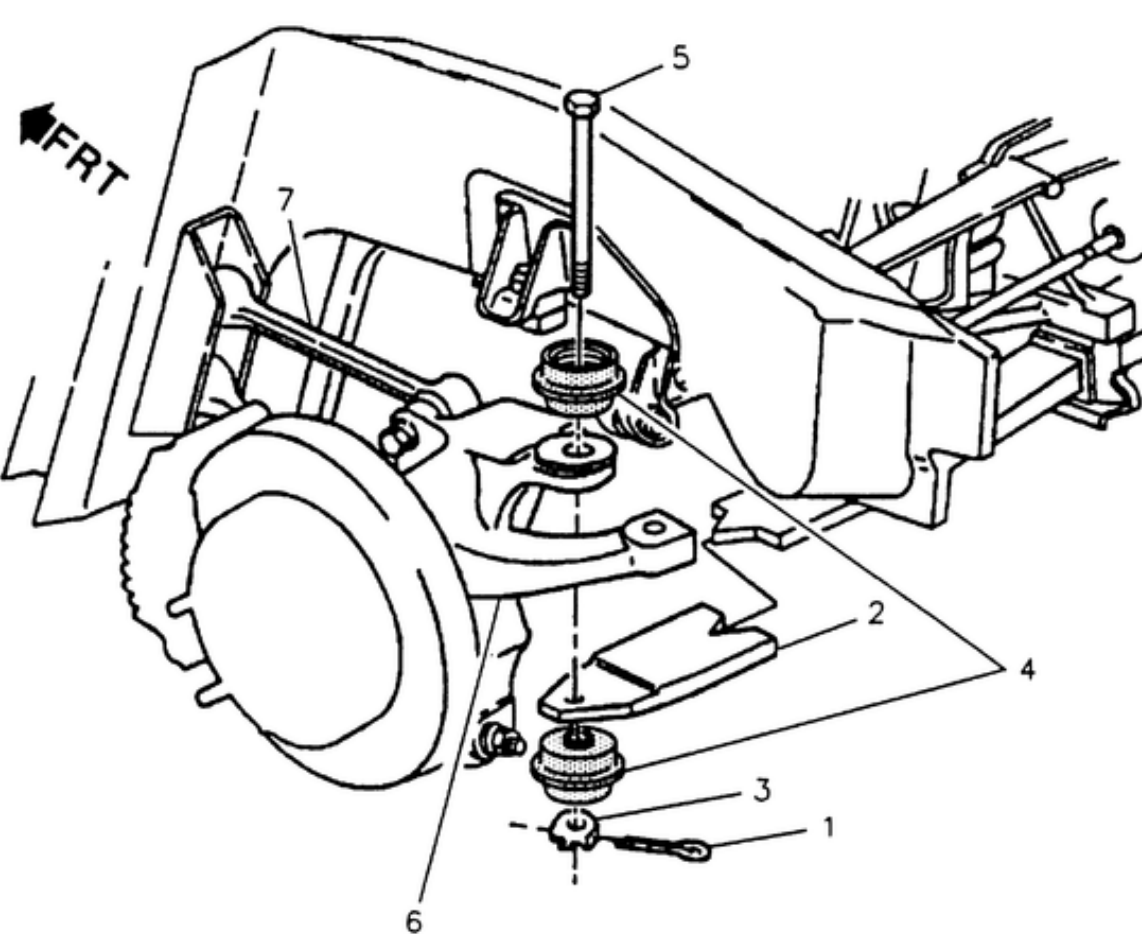


VIEW B



- 1 REAR SPRING
- 2 SPRING ANCHOR PLATE
- 3 SPRING INSULATOR
- 4 SPRING BOLT

J 33432-A



- 1 COTTER PIN
- 2 REAR SPRING
- 3 SLOTTED SPRING NUT
- 4 SPRING INSULATOR
- 5 SPRING BOLT
- 6 SUSPENSION KNUCKLE
- 7 WHEEL SPINDLE UPPER CONTROL ROD
- 8 SUSPENSION BUMPER
- 9 HEX NUT

ASSEMBLE SPRING
SPACERS AS FOLLOWS:

COUPE WITH FE1

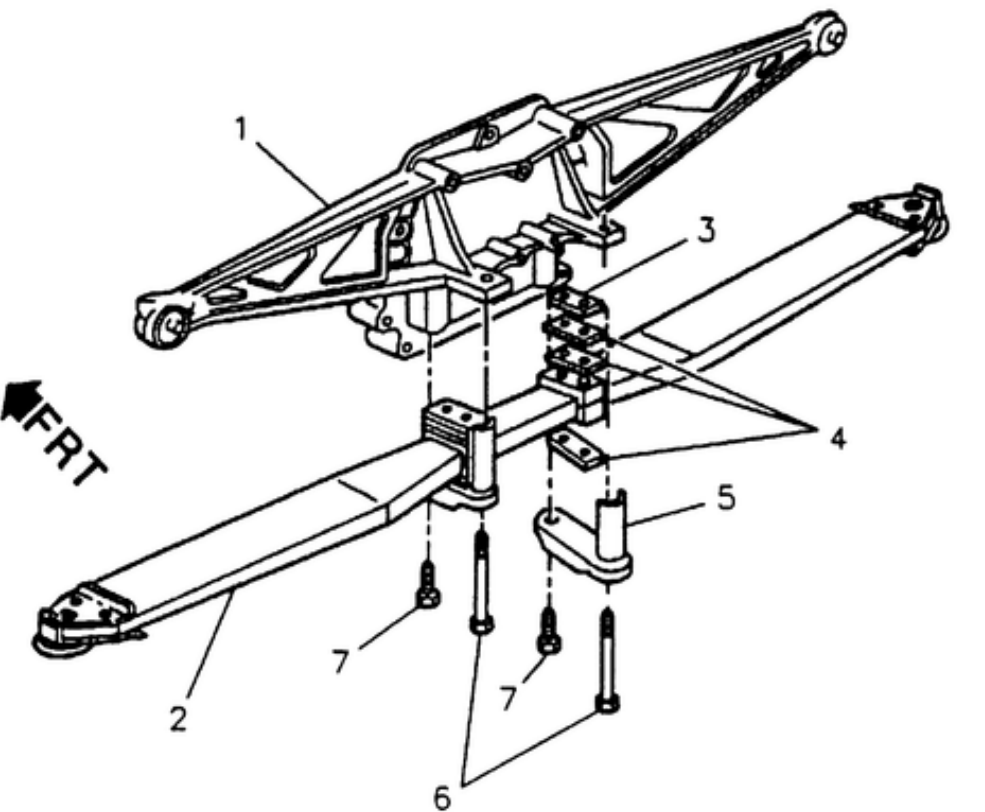
- (A) SPRING (YELLOW CODE)
1-14044572 ABOVE SPRING
1-14048950 BELOW SPRING
1-14044572 BELOW SPRING
- (B) SPRING (GREEN CODE)
1-14044572 ABOVE SPRING
1-14048950 ABOVE SPRING
1-14044572 BELOW SPRING

COUPE WITH FE7

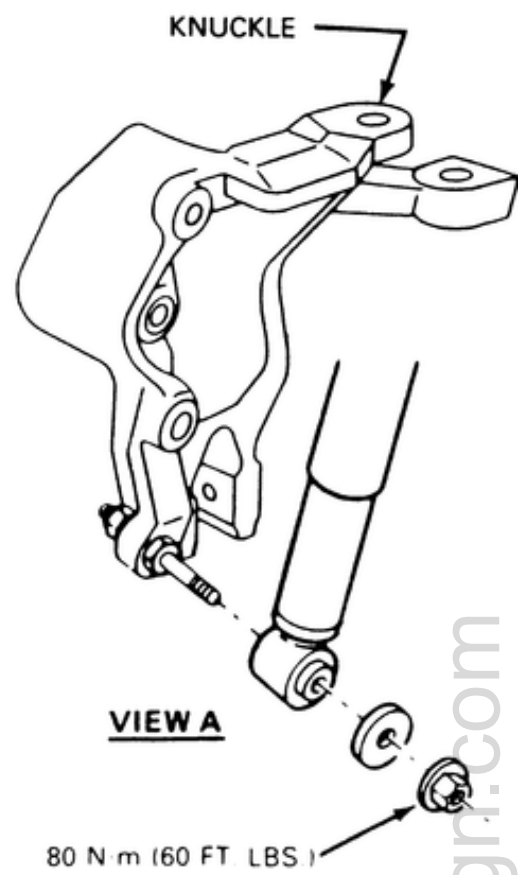
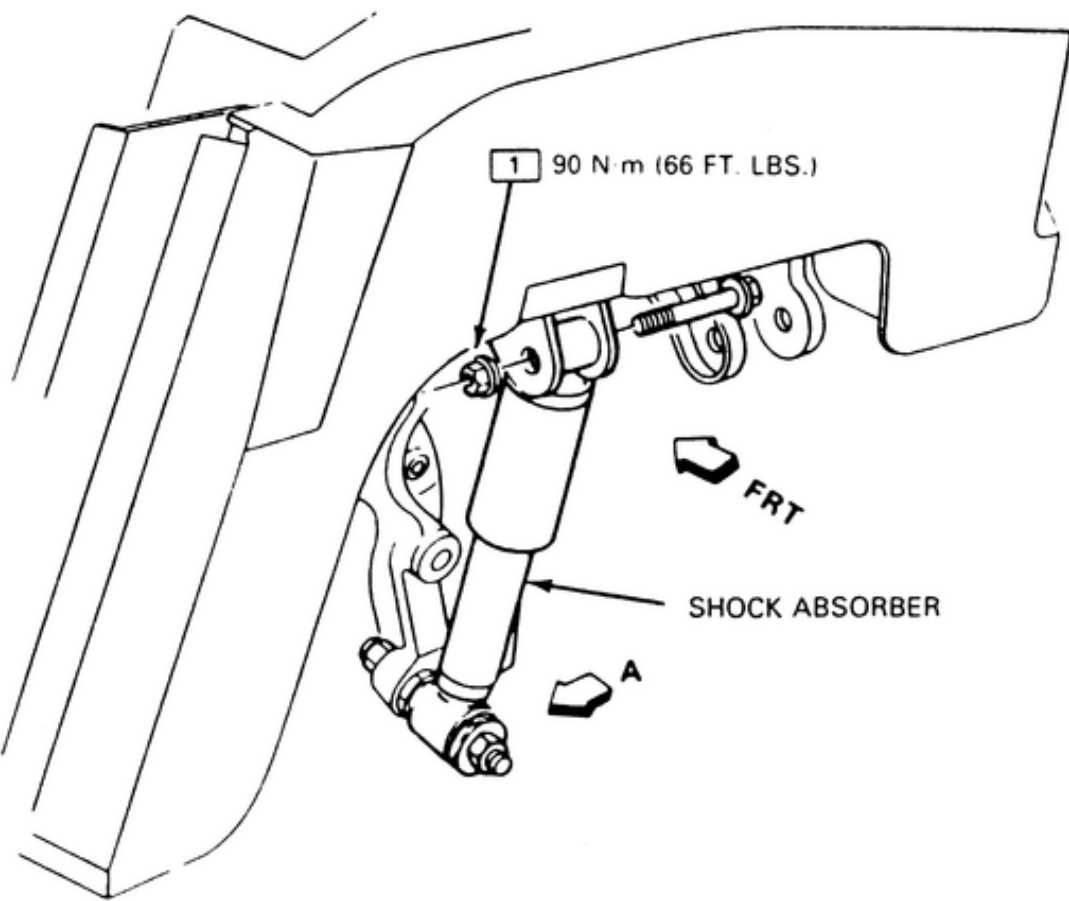
- (A) SPRING (YELLOW CODE)
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- (B) SPRING (GREEN CODE)
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1-14048950 ABOVE SPRING
1-14048950 BELOW SPRING

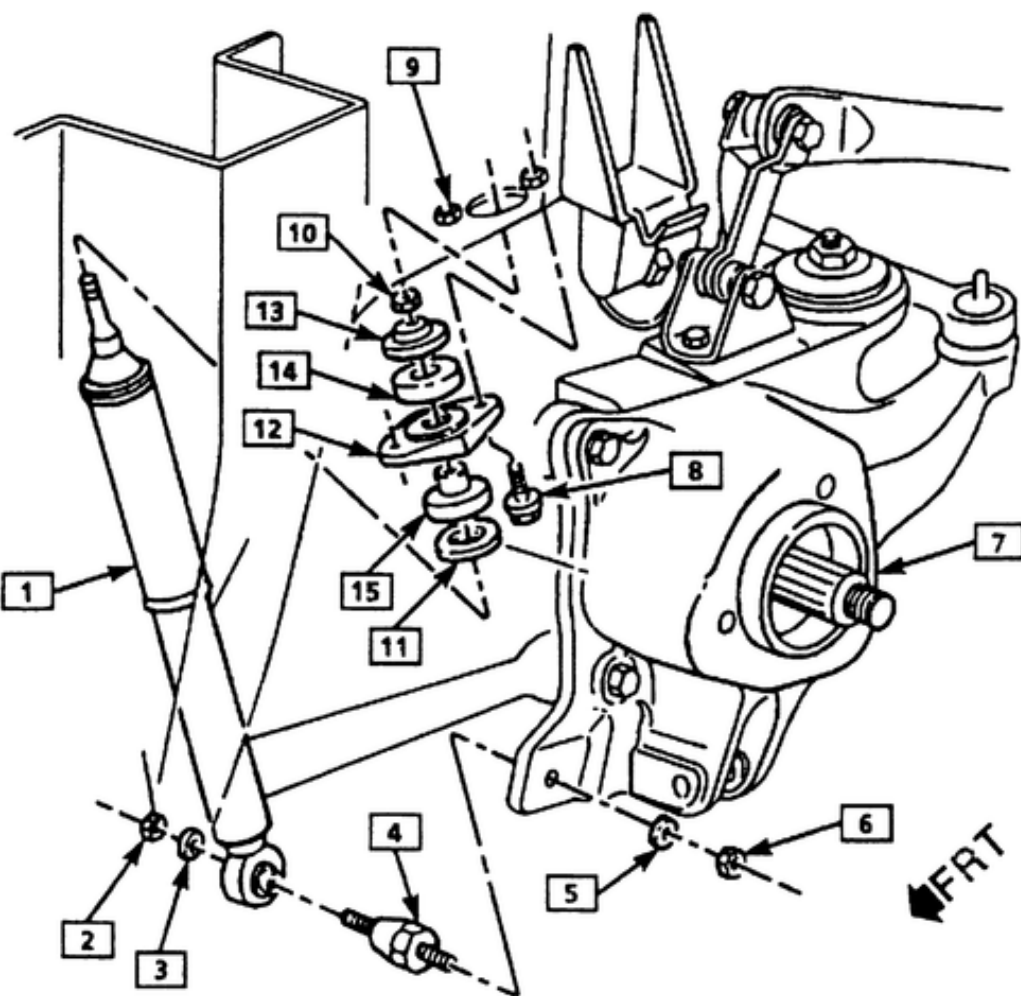
CONVERTIBLE

- (A) SPRING (YELLOW CODE ONLY)
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1-14093185 ABOVE SPRING
1-14084056 BELOW SPRING

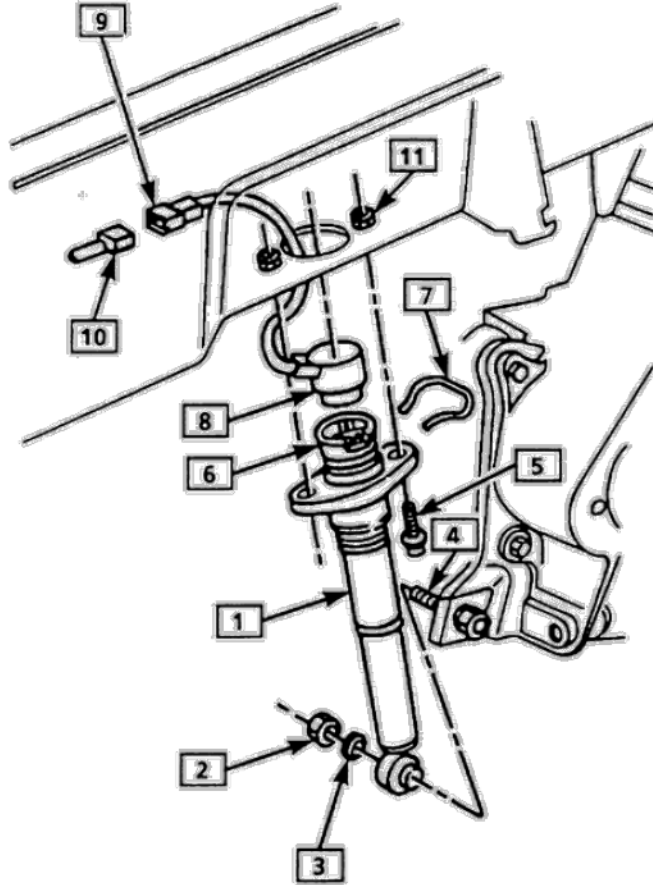


- | | |
|------------------------|-------------------------|
| 1 DIFFERENTIAL CARRIER | 5 SPRING ANCHOR PLATE |
| 2 REAR SPRING | 6 HEX FLANGED HEAD BOLT |
| 3 SPRING INSULATOR | 7 HEX FLANGED HEAD BOLT |
| 4 SPRING SPACER | |

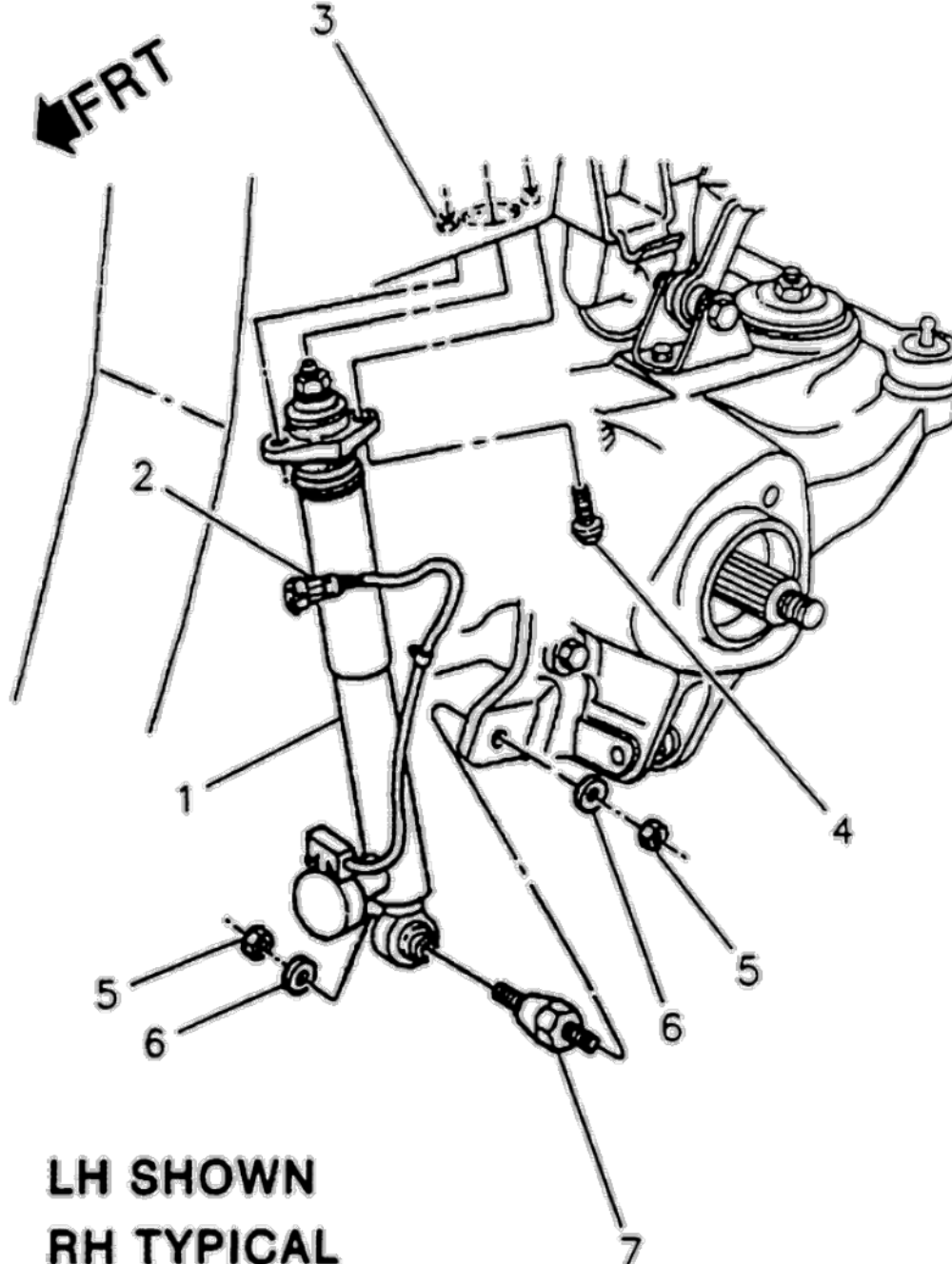




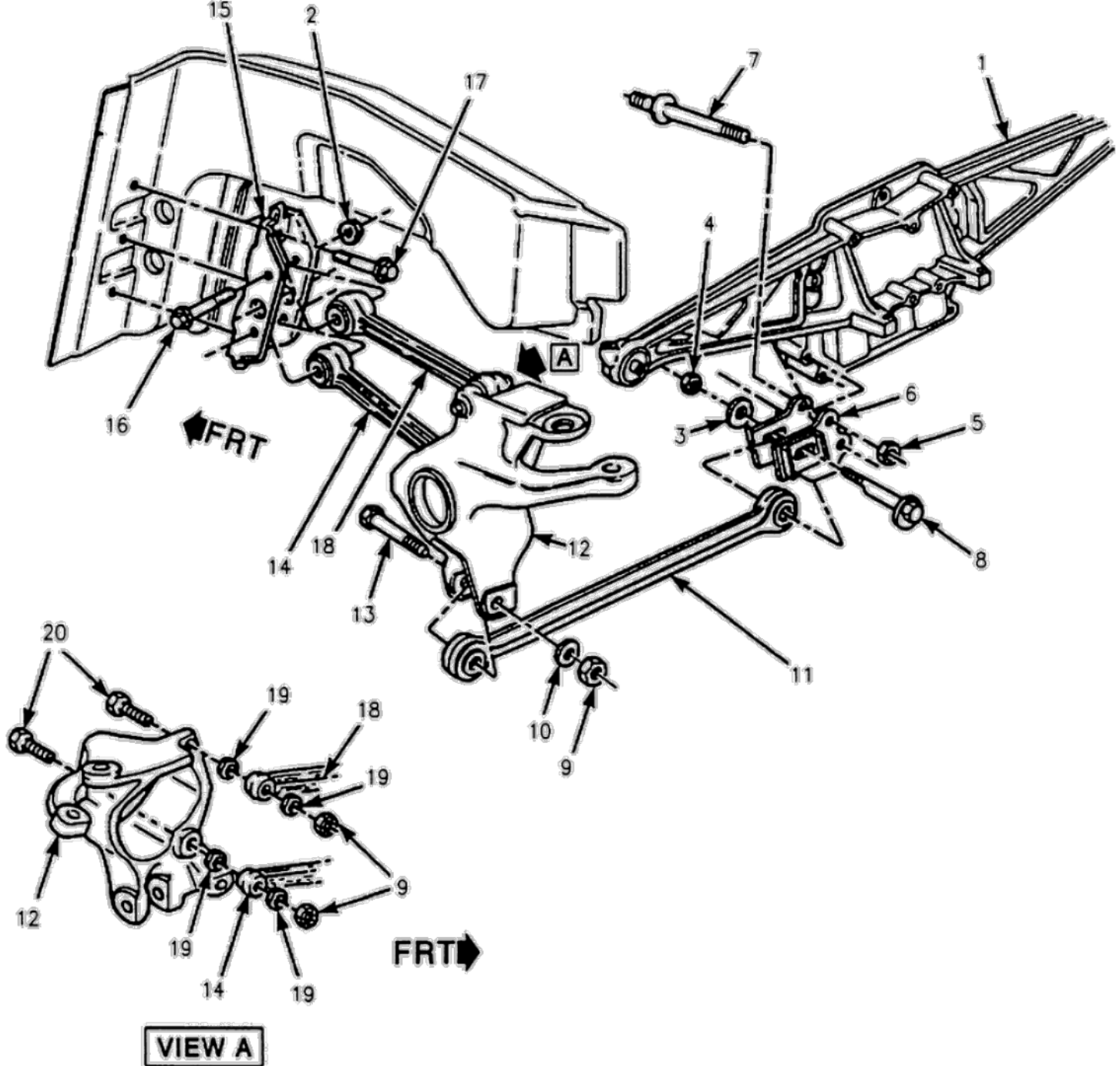
- 1** SHOCK ABSORBER
- 2** HEX NUT
- 3** SHOCK ABSORBER WASHER
- 4** SHOCK ABSORBER STUD
- 5** SHOCK ABSORBER WASHER
- 6** HEX NUT
- 7** SUSPENSION KNUCKLE
- 8** SHOCK ABSORBER BRACKET BOLT
- 9** WELD NUT
- 10** HEX NUT
- 11** SHOCK ABSORBER INSULATION RETAINER
- 12** SHOCK ABSORBER UPPER BRACKET
- 13** SHOCK ABSORBER INSULATION RETAINER
- 14** SHOCK ABSORBER UPPER GROMMET
- 15** SHOCK ABSORBER UPPER INSULATOR



- [1] SELECTIVE RIDE CONTROL SHOCK ABSORBER**
- [2] HEX NUT**
- [3] SHOCK ABSORBER WASHER**
- [4] SHOCK ABSORBER STUD**
- [5] SHOCK ABSORBER BRACKET BOLT**
- [6] CUP ASSEMBLY RETAINER**
- [7] ACTUATOR RETAINING CLIP**
- [8] SHOCK ABSORBER ELECTRICAL ACTUATOR**
- [9] ACTUATOR ELECTRICAL CONNECTOR**
- [10] WIRING HARNESS CONNECTOR**
- [11] WELD NUT**



- 1 REAL TIME DAMPING SHOCK ABSORBER
- 2 WIRING HARNESS CONNECTOR
- 3 WELD NUT
- 4 SHOCK ABSORBER MOUNTING BOLT
- 5 HEX NUT
- 6 SHOCK ABSORBER WASHER
- 7 SHOCK ABORBER STUD



- 1 DIFFERENTIAL CARRIER
- 2 HEX NUT
- 3 SPINDLE ROD ADJUSTMENT CAM
- 4 SPINDLE ROD ADJUSTMENT NUT
- 5 HEX NUT
- 6 SPINDLE ROD BRACKET
- 7 SPINDLE ROD BRACKET STUD
- 8 WHEEL SPINDLE ROD ADJUSTMENT BOLT
- 9 HEX NUT
- 10 SPINDLE ROD WASHER

- 11 SPINDLE ROD
- 12 SUSPENSION KNUCKLE
- 13 HEX BOLT
- 14 WHEEL SPINDLE LOWER CONTROL ROD
- 15 SPINDLE CONTROL ROD BRACKET
- 16 WHEEL SPINDLE ROD BOLT
- 17 HEX BOLT
- 18 WHEEL SPINDLE UPPER CONTROL ROD
- 19 SPINDLE ROD WASHER
- 20 SPINDLE ROD BOLT

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

1. Raise and support the vehicle safely.
2. For 1984–89 vehicles, disconnect the transverse spring from the knuckle, as outlined in this section.
3. Remove the control arm nut, bolt and washers at the knuckle.
4. Remove control arm nut and bolt at the bracket.
5. Remove the control arm from the vehicle.

Fig. 1: Upper control rod mounting

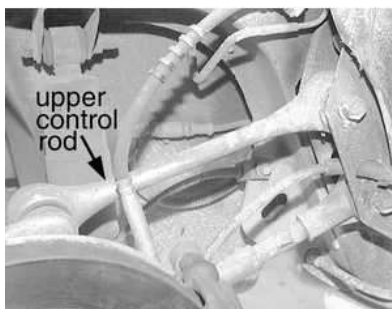


Fig. 2: Lower control rod mounting

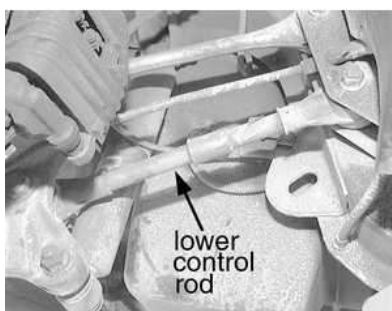


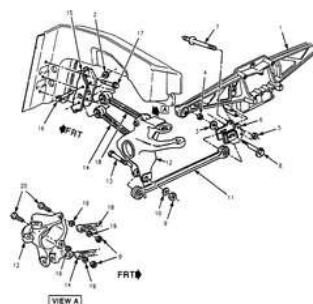
Fig. 3: The control rod is secured to the knuckle with a bolt and nut



Fig. 4: Control rod-to-bracket mounting



Fig. 5: Exploded view of the upper and lower control rods, spindle rod, and related components — 1996 vehicle shown, others similar



- | | |
|-------------------------------------|------------------------------------|
| 1 DIFFERENTIAL CARRIER | 11 SPINDLE ROD |
| 2 HEX NUT | 12 SUSPENSION KNUCKLE |
| 3 SPINDLE ROD ADJUSTMENT GAW | 13 HEX BOLT |
| 4 SPINDLE ROD ADJUSTMENT NUT | 14 WHEEL SPINDLE LOWER CONTROL ROD |
| 5 HEX NUT | 15 SPINDLE CONTROL ROD BRACKET |
| 6 SPINDLE ROD BRACKET | 16 WHEEL SPINDLE ROD BOLT |
| 7 SPINDLE ROD BRACKET STUD | 17 HEX BOLT |
| 8 WHEEL SPINDLE ROD ADJUSTMENT BOLT | 18 WHEEL SPINDLE UPPER CONTROL ROD |
| 9 HEX NUT | 19 SPINDLE ROD WASHER |
| 10 SPINDLE ROD WASHER | 20 SPINDLE ROD BOLT |

6. Installation is the reverse of the removal procedure.
7. With the suspension held at the proper trim height, tighten the bracket bolt to 63 ft. lbs. (85 Nm) and the knuckle nut to 140 ft. lbs. (190 Nm).

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

1. Disconnect the negative battery cable. If necessary, remove the wheel center cover for access to the spindle (hub) nut. Raise and safely support the vehicle.
2. Remove the tire and wheel assembly.
3. If equipped with ABS, remove the wheel speed sensor.
4. Remove the cotter pin and wheel nut retainer. Discard the cotter pin. With an assistant depressing the brakes, break the spindle (hub) nut loose, then remove the nut and washer.

Fig. 1: Use a suitable tool to pull the cotter pin out of the wheel nut retainer

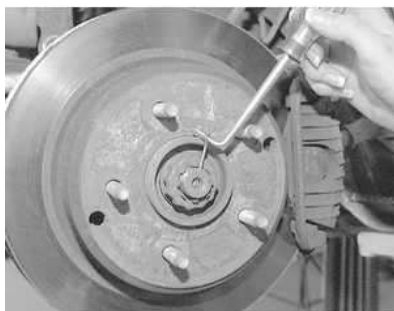


Fig. 2: Discard the cotter pin (1), then remove the wheel nut retainer (2)

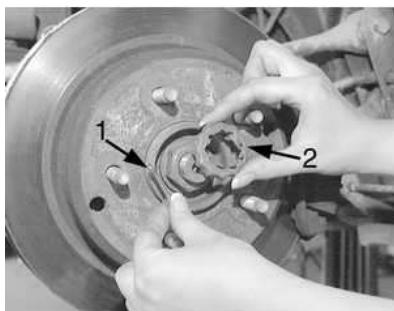
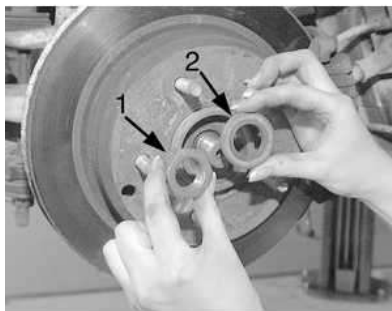


Fig. 3: With an assistant depressing the brakes, loosen the hub nut



Fig. 4: Remove the hub nut (1) and washer (2)



5. Remove the brake caliper on 1984–87 vehicles and the brake caliper/parking brake assembly on 1988–96 vehicles, then remove the rotor.
6. If necessary on 1984–89 vehicles, disconnect the transverse spring from the knuckle.
7. Remove the wheel hub mounting bolts. Some early model vehicles have Torx® retaining bolts so you will need to use a suitable driver to remove them.

Fig. 5: Access to the hub and bearing Torx® bolts is difficult; you may have to turn the driveshaft and/or use an extension



Fig. 6: Pull the bolts from the rear of the hub and bearing assembly



8. On 1984–89 vehicles, remove the hub and bearing from the vehicle, then support the parking brake backing plate.

Fig. 7: Once the 3 bolts are removed, you can pull the hub and bearing, along with the backing plate off the driveshaft



Fig. 8: Rear view of the hub and bearing and backing plate assembly

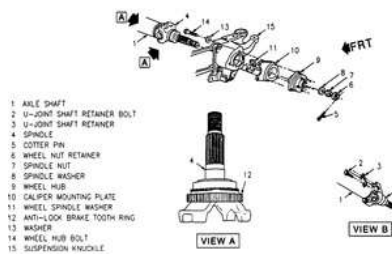


Fig. 9: You can pull the hub and bearing away from the backing plate



Fig. 10: Exploded view of the wheel hub and bearing and spindle assemblies — 1996 vehicle shown

9. On 1990–96 vehicles, remove the wheel hub and bearing, caliper mounting plate and wheel spindle washer from the vehicle.



To install:

10. Inspect the wheel hub and bearing seal, replace if necessary. Also inspect the wheel spindle washer and replace, if damaged or excessively worn.
11. Install the wheel hub and bearing, caliper mounting plate and the wheel spindle washer. The washer flat should firmly seat against the shoulder of the wheel spindle. The lip of the washer should face the wheel spindle splines prior to hub and bearing installation.
12. Install the wheel hub mounting bolts and tighten to 66 ft. lbs. (90 Nm).
13. Install the washer and spindle nut, and hand-tighten.
14. Install the wheel retainer and a new cotter pin.
15. If removed, connect the transverse spring to the knuckle.
16. Install the brake rotor, then install the caliper and parking brake assembly.
17. With an assistant depressing the brake pedal to prevent the wheel from turning, tighten the spindle nut to 164 ft. lbs. (223 Nm). The vehicle should not rest on the tires or move until the spindle nut is tightened.

Fig. 11: With an assistant depressing the brake pedal, tighten the hub nut to specifications



18. Install the wheel speed sensor, if equipped, then install the wheel and tire assembly.
19. Lower the vehicle and connect the negative battery cable.

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7
Fuel Delivery: FI | Fuel: GAS



1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7
Fuel Delivery: FI | Fuel: GAS

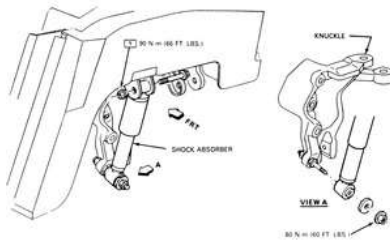
1984-87 Vehicles

1. Raise and safely support the vehicle.
2. Using a back-up wrench on the mounting stud nut, unfasten the retainer, then disconnect the shock absorber from the knuckle.
3. Remove the upper shock absorber mounting nut and bolt, then remove the shock absorber from the vehicle.

Fig. 1: While holding the nut stationary with a wrench, loosen the lower shock mounting bolt



Fig. 2: Exploded view of the shock absorber attachment — 1984-87 vehicles



To install:

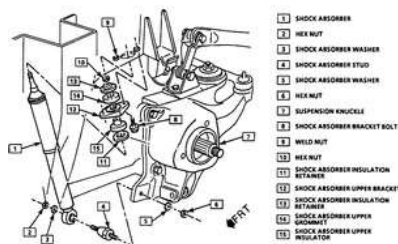
4. Position the shock absorber to the body bracket. Install the attaching nut and bolt and tighten to 66 ft. lbs. (90 Nm).
5. Position the shock absorber to the knuckle. Install the retaining washer and nut, then, with a back-up wrench on the mounting stud nut, tighten it to 60 ft. lbs. (80 Nm).
6. Carefully lower the vehicle.

1988-96 Vehicles

WITHOUT SELECTIVE RIDE CONTROL

1. Raise and support the vehicle safely. Support the knuckle with a jackstand.
2. Remove the shock absorber lower mounting nut and washer.
3. Remove the shock absorber upper bracket mounting bolt.
4. Disconnect the shock absorber from the lower mounting stud.
5. If necessary, remove the shock absorber upper bracket retaining nut and remove the bracket assembly.
6. Installation is the reverse of the removal procedure.

Fig. 3: Exploded view of the shock absorber and mounting bracket — 1996 vehicle shown, others similar



7. Tighten the upper bracket retaining nut, if removed, to 19 ft. lbs. (26 Nm). With the suspension at proper trim height, tighten the upper bracket mounting bolts to 22 ft. lbs. (30 Nm) and the lower mounting nut to 61 ft. lbs. (83 Nm).

WITH SELECTIVE RIDE CONTROL

NOTE: Although the basic principles remained the same, in 1996 the name of the system changed from Selective Ride Control to Real Time Damping.

1. Disconnect the negative battery cable.
2. Raise and support the vehicle safely.
3. Support the rear knuckle with a jackstand.

NOTE: Do not let the shock absorber hang by the solenoid harness after removing the fastener.

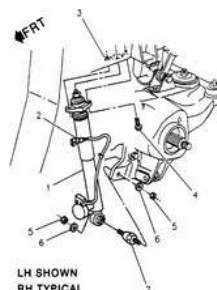
4. For 1996 vehicles, detach the shock absorber solenoid electrical connector. Remove the solenoid harness retaining straps from the spindle lower control rod.
5. Disconnect the shock absorber lower mounting nut and washer.
6. Remove the shock absorber upper bracket mounting bolt.
7. Disconnect the shock absorber from the mounting stud and support. Do not allow the shock to hang from the actuator harness.
8. For 1992-95 vehicles, remove the actuator retaining clip and remove the actuator from the shock.
9. Remove the shock absorber from the vehicle.

Fig. 4: Exploded view of the rear selective ride control shock absorber — 1992-95 vehicles



- 1 SELECTIVE RIDE CONTROL SHOCK ABSORBER
- 2 HEX NUT
- 3 SHOCK ABSORBER WASHER
- 4 SHOCK ABSORBER STUD
- 5 SHOCK ABSORBER WASHER
- 6 HEX NUT
- 7 SUSPENSION KNUCKLE
- 8 SHOCK ABSORBER BRACKET BOLT
- 9 WELD NUT
- 10 HEX NUT
- 11 SHOCK ABSORBER INSULATION RETAINER
- 12 SHOCK ABSORBER UPPER BRACKET
- 13 SHOCK ABSORBER INSULATION RETAINER
- 14 SHOCK ABSORBER UPPER SHOCKMOUNT
- 15 SHOCK ABSORBER UPPER INSULATOR

Fig. 5: View of the rear real time damping shock absorber used on 1996 vehicles



- 1 REAL TIME DAMPING SHOCK ABSORBER
- 2 WIRING HARNESS CONNECTOR
- 3 WELD NUT
- 4 SHOCK ABSORBER MOUNTING BOLT
- 5 HEX NUT
- 6 SHOCK ABSORBER WASHER
- 7 SHOCK ABSORBER STUD

To install:

10. For 1992-95 vehicles, perform the following:
 - A. Install and properly seat the actuator retaining clip onto the cup assembly. The ends of the clip should protrude from the cup.
 - B. Install the shock absorber electrical actuator into the cup assembly retainer. The actuator should be snapped, not be forced into position.
 - C. Verify that a minimum of 0.178 inch (4.5mm) of clearance exists between the selector gear and the top of the cup assembly retainer.
11. Position the shock absorber into the frame and onto the lower mounting stud.
12. Install the shock absorber upper bracket mounting bolt.

13. With the suspension held at the proper trim height. Tighten the upper bracket mounting bolts to 22 ft. lbs. (30 Nm) and the lower mounting nut to 61 ft. lbs. (83 Nm).
14. For 1996 vehicles, attach the solenoid electrical connector and install the solenoid harness retaining straps to the spindle lower control rod.
15. Remove the jackstands and lower the vehicle.
16. Connect the negative battery cable.

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

The purpose of the shock absorber is simply to limit the motion of the spring during compression and rebound cycles. If the vehicle is not equipped with these motion dampers, the up and down motion would multiply until the vehicle was alternately trying to leap off the ground and to pound itself into the pavement.

Contrary to popular rumor, the shocks do not affect the ride height of the vehicle. This is controlled by other suspension components such as springs and tires. Worn shock absorbers can affect handling; if the front of the vehicle is rising or falling excessively, the "footprint" of the tires changes on the pavement and steering is affected.

The simplest test of the shock absorber is simply push down on one corner of the unladen vehicle and release it. Observe the motion of the body as it is released. In most cases, it will come up beyond its original rest position, dip back below it and settle quickly to rest. This shows that the damper is controlling the spring action. Any tendency to excessive pitch (up-and-down) motion or failure to return to rest within 2-3 cycles is a sign of poor function within the shock absorber. Oil-filled shocks may have a light film of oil around the seal, resulting from normal breathing and air exchange. This should NOT be taken as a sign of failure, but any sign of thick or running oil definitely indicates failure. Gas filled shocks may also show some film at the shaft; if the gas has leaked out, the shock will have almost no resistance to motion.

Fig. 1: When fluid is seeping out of the shock absorber, it's time to replace it



While each shock absorber can be replaced individually, it is recommended that they be changed as a pair (both front or both rear) to maintain equal response on both sides of the vehicle. Chances are quite good that if one has failed, its mate is weak also.

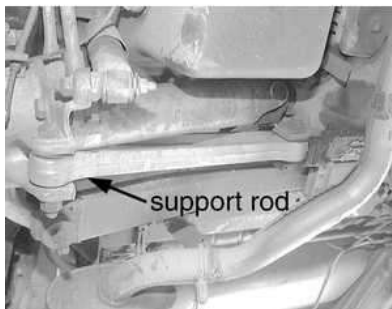
1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

1. Raise and support vehicle safely.
2. Scribe alignment marks on the wheel spindle/support rod adjustment bolt and the spindle/support rod bracket so they can be installed in their original positions.
3. Remove the adjustment bolt, cam and nut, then separate the spindle/support rod from the bracket.
4. Remove the spindle/support bolt, washer and nut at the knuckle, then remove the spindle/support rod from the vehicle.

Fig. 1: Support rod mounting



5. Installation is the reverse of the removal procedure. Be sure to align the marks made during removal.
6. With the suspension held at the proper trim height, tighten the spindle/support rod-to-knuckle nut to 107 ft. lbs. (145 Nm), then tighten the spindle/support rod adjustment nut to 186 ft. lbs. (253 Nm).
7. Check and adjust the rear suspension alignment, as necessary.

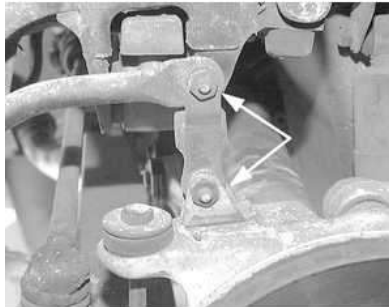
1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7
Fuel Delivery: FI | Fuel: GAS

1984-88 Vehicles

1. Raise and safely support the vehicle.
2. Remove the spare tire and tire carrier.
3. Disconnect the stabilizer bar from the knuckles.
4. Remove the stabilizer bar bushing retainers, bushings and bar from the vehicle.

Fig. 1: View of the rear stabilizer (sway) bar-to-link attachment (see arrows)

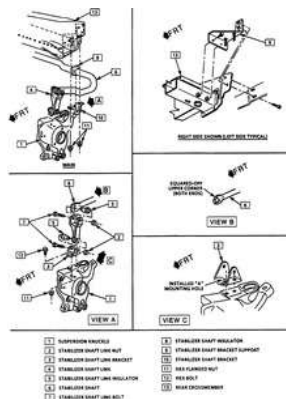


5. Installation is the reverse of the removal procedure. Tighten the stabilizer bar-to-body retainers to 15-22 ft. lbs. (20-30 Nm).

1989 Vehicles

1. Raise and safely support the vehicle.
2. Remove the tire carrier and spare tire.
3. Unfasten the stabilizer shaft from the link flange at the knuckles.
4. Remove the stabilizer shaft bushing insulators and shaft from the vehicle.

Fig. 2: Exploded view of the rear stabilizer bar used on 1989-96 vehicles



To install:

5. Install the stabilizer shaft insulators.
6. Position the stabilizer shaft ends to the shaft links and insert the insulator, bolt and nut. Make sure the squared off upper corner of the stabilizer shaft is facing up, as shown in the accompanying figure.
7. Install the stabilizer shaft to the frame. With the suspension held at the proper trim height, tighten the bracket nuts to 18 ft. lbs. (25 Nm), and the link bolt nut to 35 ft. lbs. (48 Nm).
8. Install the spare tire and tire carrier.
9. Carefully lower the vehicle.

1990-96 Vehicles

1. Raise and safely support the vehicle.
2. Remove the rear tire and wheel assemblies.
3. Remove the spare tire cover, the spare tire, then jack and the tire carrier.
4. Unfasten the stabilizer shaft link bolts and nuts securing the stabilizer shaft lines to the stabilizer shaft link brackets.
5. Remove the nuts securing the fuel tank safety straps to the stabilizer shaft brackets, then remove the straps.
6. Unfasten the stabilizer shaft bracket nuts, brackets and insulators.
7. Remove the muffler hanger, nuts and disconnect the mufflers from the hangers.

8. Remove the stabilizer shaft from the vehicle.
9. Remove the stabilizer shaft link nuts, bolts and links from the shaft.
10. Remove the stabilizer shaft link insulators from the shaft using a universal steering linkage puller and a suitable spacer to provide contact with the insulator flange.
11. If necessary, remove the stabilizer shaft link insulators, using a universal steering linkage puller and a suitable spacer to provide contact with the insulator flange.

To install:

12. If removed, install the stabilizer shaft link insulators to the link using the puller and spacer. The insulators must be installed in the direction shown in the accompanying figure.
13. Install the stabilizer shaft link insulators to the shaft using the puller and spacer. The insulators must be installed in the direction shown in the accompanying figure.
14. Install the stabilizer shaft links, bolts and nuts to the shaft. The link bolts must be installed with the bolt heads inboard, as shown in the accompanying figure.

NOTE: Do not allow the suspension to move beyond rebound.

15. Install the stabilizer shaft insulators, brackets and nuts. With the suspension held at the proper trim height, tighten the retainers as follows:
 - A. Stabilizer shaft bracket nuts: 18 ft. lbs. (25 Nm)
 - B. Stabilizer shaft link nuts at the stabilizer shaft: 39 ft. lbs. (53 Nm)
 - C. Stabilizer shaft link nuts at link brackets: 31 ft. lbs. (42 Nm)
16. Remove the jack stands.
17. Connect the fuel tank safety straps to the stabilizer shaft brackets and install the nuts. Tighten the nuts to 18 ft. lbs. (25 Nm).
18. Position the mufflers to the muffler hangers and install the retaining nuts. Tighten the nuts to 40 ft. lbs. (54 Nm).
19. Install the tire carrier, spare tire, spare tire cover and jack.
20. Carefully lower the vehicle.

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

1. Raise and support the vehicle safely.
2. Remove 1 wheel and tire assembly from the vehicle.

NOTE: Do not use corrosive cleaning agents, engine degreasers or solvents near the fiberglass rear spring or extensive damage could occur to the spring assembly.

Fig. 1: View of the center of the rear spring, including the anchor plate

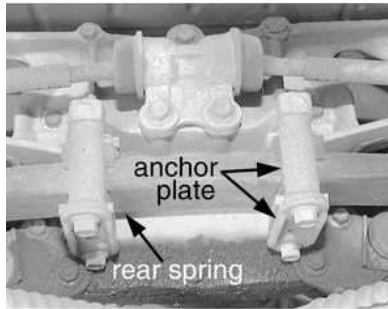


Fig. 2: View of the stabilizer bar (1), axle tie rod (2) and rear spring (3)

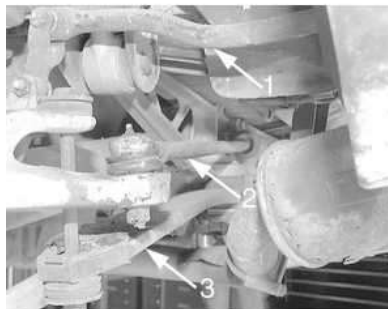
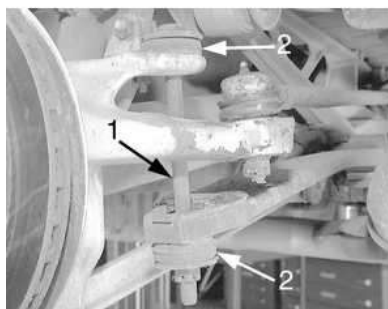
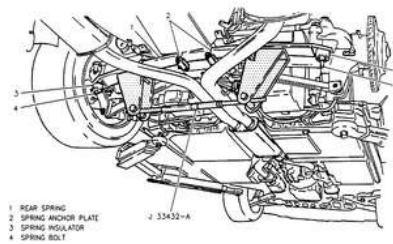


Fig. 3: View of the spring bolt (1) and insulators (2)



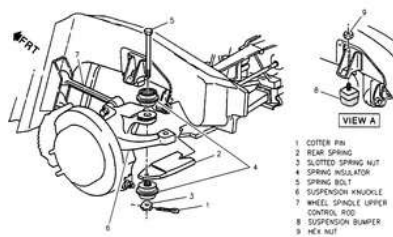
3. For 1990–96 vehicles, install tool J-33432 or equivalent spring compressor, onto the rear transverse spring, then compress the spring.

Fig. 4: Removal of the rear transverse spring requires the use of a spring compressor on 1990–96 vehicles



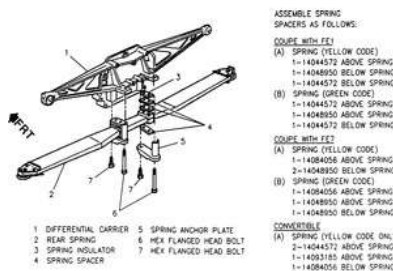
4. Remove the cotter pins, retaining nuts, insulators and spring bolts attaching the spring to the knuckles.

Fig. 5: Exploded view of the rear transverse spring insulators and suspension bumper



5. For 1990–96 vehicles, carefully release and remove the spring compression tool.
6. Remove the rear spring anchor plate bolts, then the anchor plate, spacers and insulator from the vehicle. Note the spacer positioning for installation purposes.
7. Remove the transverse spring from the vehicle.

Fig. 6: Exploded view of the transverse spring, differential carrier and related components — 1996 vehicle shown, others similar



To install:

8. Position the spring in the vehicle. Take care not to scratch the spring during installation.
9. Position the spacers as noted during removal, then install the insulators and anchor plates onto the differential carrier.
10. Install the anchor plate bolts and tighten to 37 ft. lbs. (50 Nm).
11. For 1990–96 vehicles, install the spring compression tool and compress the spring.
12. Position the spring to the knuckles and install the spring bolts, insulators and nuts. Tighten the nuts until slot in nut aligns with hole in bolt and install a new cotter pin.
13. If used, carefully release and remove the spring compression tool.
14. Install the tire and wheel assembly.
15. Remove the jackstands and lower the vehicle.