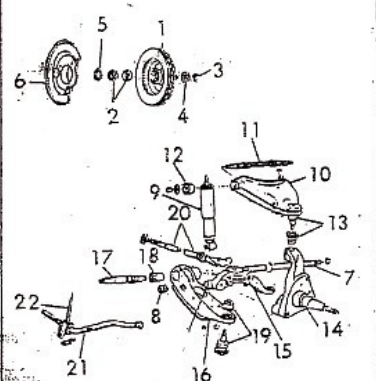
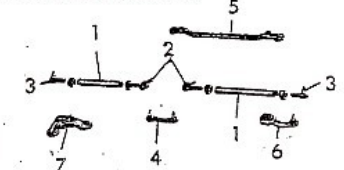


A note on 73-74 B body front suspension. It is different than 71-72 B body - most importantly, torsion bars. They are longer in length from the previous 41 inches.

CORONET & CHARGER 1973-74		DODGE	
FRONT FENDER CONT'D		FRONT SUSPENSION CONT'D	
MOULDINGS & TRIM CONT'D 13 Tape Pkg. Sidef (Fen Only) Charger Black 3780454-5 .8 18.48 Gold 3780994-5 .8 19.48 Red 3780455-7 .8 19.48 Copper 3879002-9 .8 19.49 *Includes Front & Rear for One Side Tape Pkg. Body Sidef Charger - 73 Black 3744086-7 2.1 31.40 *Includes Fender, Door & Quarter for One Side 14 Tape, Side Stripef Charger White 3810253 #.5 3.44 *Time is for Fender Only *84" Long Strip of Dual Stripe 15 Tape, Side Stripe (Crestwood SW)f Fender Only 3744718-9 .5 2.54 Complete Side 3744192-3 11.55 74 - Fender Only 3810148-9 .3 2.54 Upper - Front or Rear 3744718-9 # 2.54 Lower Rear 3744718 # 2.54 Tape Goes Around Outer Edge of Overlay #R&R One .3, Both .5 16 Overlay, Wood Grain (Crestwood SW) Side 3880734 # 19.46 Front Extension 74 3810154-5 2.77 #1.5 w/Mcgs Rem & After Painting Add .5 for Tape Stripe		13 Ball Joint, Upper 2298534 1.2 16.05 Bracket, Upper Arm Mtg 3642702-3 18.40 14 Knuckle, Steering 3402646-1 1.6 67.15 3402850-1 26.22 15 Arm, Steering Knuckle 3722474-5 2.0 37.66 73 w/o Ball Joint w/o Rr Isolator 3815406-7 2.0 60.69 w/Rr Isolator R 3815406 2.0 60.69 L 3722637 60.69 17 Shaft, Lwr Cntl Arm 3837081 7.27 73 w/o Rr Isolator 3837079 7.27 73 w/Rr Isolator 18 Bshg, Lwr Cont Arm Shift 3722566 2.44 73 3663975 14.65 19 Ball Joint, Lower 74 3837087 14.65 20 Strut, Lower Control Arm 3402863 2.0 12.67 21 Bar, Sway (Complete) 3402891 .8 26.88 exc 3722411 .8 26.88 22 Retainer & Link, Bshg(2) 3402894 3.61 Crmbr, Front Suspension - See Frame	
FRONT SUSPENSION O/H One Side 3.8, Both Sides 6.0		WHEEL Refinish Wheel .5 Wheel 14 x 5.00 Painted 3621952 .3 21.34 14 x 5.50 Painted 3621953 .3 21.84 Class I 3580458 .3 32.01 14 x 6.00 Painted 3420878 .3 23.71 Class I 3580458 .3 30.51 Class II 3580065 .3 61.11 15 x 6.00 Heavy Duty 3580063 .3 29.81 Class II 3580467 .3 44.94 15 x 6.50 3699222 .3 36.06 15 x 7.00 Exc 3580070 .3 28.04 Class I 3580071 .3 37.51 Ring, Styled Wheel Trim 2944424 16.15 14" 3461222 16.15 15" 2944454 9.35 Cap, Hub 3580153 17.11 Cover, Wheel Standard 3461467 56.55 Wire Spoke Dome, Styled Wheel Class I Applique 3461458 10.42 Class II Mag Type 3580496 6.30 16 Slot 3461044 9.15	
		STEERING LINKAGE 	
1 Hub w/Disc 73 3780527 .9 63.97 74 3780527 .9 63.97 2 Bearing, Wheel Inner - Cup & Cone Pkg 3683975 # 8.50 Outer Cone 1619703 # 3.05 Cup & Cone Pkg 3838020 # 4.70 Seal, Oil 3580723 # 2.55 #R&R Bearings or Seals .9 Housing (Partial), Disc 3580854-5 77.83 Shield, Disc Splash 3580626-7 1.1 3.27 Hose, Brake 3461734 # 5.94 #One .6, Both .8, Includes Bleed Brakes 7 Bar, Torsion Standard 3402658-9 .9 21.40 Heavy Duty 3402660-1 .9 21.40 w/o Rr Isolator 3402664-5 .9 21.40 w/Rr Isolator 3744463 2.60 8 Swivel & Bolt Pkg, Bar Adj 3744463 2.60 9 Abs w/Bshgs, Shock Std 3744464 7 14.85 Heavy Duty 3744422 7 20.65 10 Arm Assy, Upper, Control Use w/o Isolators 3722690-1 1.9 38.35 Use w/Isolators 3722690-1 1.9 38.35 11 Bar, Upper Arm Inner - NSS 12 Bushing, Upper Arm Inner Bar - NSS		STEERING LINKAGE 1 Tube, Tie Rod 3402581 4.46 End Pkg, Tie Rod 2 Inner (L Thread) 3420155 # 10.84 Outer (R Thread) 3420154 # 10.84 #One .3, Two One Side .5 4 Arm, Idler 3402563 .7 18.53 5 Link, Center 3402735 .9 17.12 6 Arm, Strg Gear (Pitman) Std Strg 3402647 .5 15.45 Power Strg 3402729 .5 15.45 7 Arm, Strg Knuckle - See Front Susp	
STEERING COLUMN WHEEL & TRIM Wheel, Steering 3402581 4.46 3 Spoke Buttonf P000JX9 .7 38.73 73 4025GX9 .7 38.73 74 Std Strg P001KX9 .7 38.73 Pwr Strg P002KX9 .7 38.73 Partial Horn Ringf 74 4008FX9 .7 33.87 74 P003KX9 .7 36.73 Soft Rim P006JX9 .7 45.22 *Black - For Colors Not Listed, Call Dealer		STEERING COLUMN CONT'D WHEEL & TRIM CONT'D Cap, Wheel Orn (Black)f P100JX9 3.20 Horn Button Button, Horn Soft Rim Wheel 3575564 2.11 Ring w/Pad, Horn 73 4042FX9 15.67 74 P105KX9 16.53 Cover, Whl Spoke (Black)f 4081JX9 8.99 3 Horn Buttons Cover, Spoke Button Ctr 73 w/Name "Dodge" 3621464 8.82 74 w/o Inlay Blackf P116KX9 12.75 w/Inlay Blackf P122CX9 12.36 Ornament, Steering Wheel 73 Padded Horn Button 3467486 2.28 Full or Partial Ring 3467493 2.93 74 Partial Ring 3748344 6.36 Full Ring 3748478 2.93 *For Colors Not Listed, Call Dealer	
CONT'D		COLUMN PARTS Column Assy 2.1 3.1 w/Column Shift 1.5 2.4 w/Floor Shift Jacket, Column 73 Column Shift ST 3575858 36.31 AT 3575857 36.31 73 Floor Shift 3575927 36.31 74 Column Shift ST 3748207 36.31 AT 3748232 36.31 3748233 36.31 74 Floor Shift Shift, Steering 73 w/o Power Strg To 11-72 3575840 24.19 Col Shift 3748385 49.96 Fm 11-72 Fir Shift 3748383 49.96 73 w/Power Strg w/o Double Pot Coupling To 11-72 3575842 24.19 Fm 11-72 Col Shift 3748384 49.96 Fir Shift 3748382 49.96 w/Double Pot Coupling Upper To 11-72 3575988 35.45 Fm 11-72 3748381 35.45 Lower 3575979 18.35 74 Upper exc 3748268 24.19 ST, Col Shift 3748199 24.19 74 Intermediate w/o PS exc 3748252 7.13 ST, Col Shift 3748212 7.13 74 Intermediate w/PS exc 3748213 7.13 ST, Col Shift 3748258 7.13 Kit, Strg Column Repair 3685635 1.26 Rep Kit, Colpsbl Shaft 3544986 # 7.72 #w/Column Shift 3.6, w/Floor Shift 2.8, Time Incl R&R Shaft for Inspection & Repair Body Pkg, Shaft Coupling 73 w/o PS 3579521 .9 8.65 w/PS 3579522 .9 8.65 74 (Body Only) w/o PS 3748267 .9 8.56 w/PS 3748268 .9 8.56 Body, Coupling Pot - 73 3575713 9.35 Flange, Coupling - 73 w/o PS 3575756 4.45 w/PS 3575755 4.45 Coupling, Shaft - 74 w/o PS 3748310 3.13 w/PS 3748263 3.13	
CONT'D		STEERING GEAR GEAR - MANUAL Gear Assy Adj R&R 6 Cyl .8 8 V8 .8 8 O/H 1.6 Incl R&I Gear Chuck Assy (Gear Assy) 3643016 100.89 Worm w/Ball Nut 2267454 47.64 Shaft, Gear Cross 3643018 27.64 O/Haul Pkg, Gearf 2808420 10.60 Incl Bearings, Cups, Seals & Gaskets Adjuster, Worm Bearing 2127146 10.18 Housing, Gear 2948812 47.12 CONT'D	

Standard Torsion Bar part numbers are: 3402658 - 659 (R-L).

Listed as 43-1/2 to 43- 5/8 inches depending on how they are measured.

The numbers are embossed on the ends of the bars, usually with an "R" or "L".
They are .960.
Heavy duty or Police use different numbers and are thicker, as listed above.

DODGE				CORONET & CHARGER 1973-74			
STEERING GEAR CONT'D				FRAME CONT'D			
GEAR - POWER				EXHAUST CONT'D			
Gear Assy	Adj	R&R		V8 CONT'D			
Pwr Strg	.6	1.6		360	2 Dr	3618112	1.0 50.50
O/H 4.6 Incl R&L Gear				400	2 Dr exc 73	3583856	1.0 50.50
Chuck Assy (Gear Assy)	3643014	263.75			74	3642384	1.0 50.50
Worm w/Piston	2948855	53.94			Charger SE 73	3642384	1.0 50.50
Shaft, Gear Cross	2537776	33.44			4 Dr 73	3726904	1.0 50.50
"O" Ring, Seal & Gskt	3579523	16.78			74	3726904	1.0 50.50
Valve, Gear (On Housing)	3643027	27.29					
Housing, Gear	3643013	52.89					
PUMP - POWER				Muffler			
R&R Pump Assy	1.5			318	Zinc	3726739	.8 24.50
O/H Including R&R	1.9				Alum	3726737	.8 32.50
AP - Air Pump				360, 400	Zinc	3618228	.8 30.95
Pump w/o Pulley				400	Alum 73	2683912	.8 25.75
Key Slotted Pump Shaft					Alum 73	3583836	.8 30.95
w/o AC	73 2891436	113.76		Resonator w/Tail Pipe			
3/8" Hole Pump Shaft	74 2891472	113.76		318 Charger SE	3642380		.9 36.28
6 Cyl - w/AC	2891462	117.84		360, 400	2 Dr	3642376	.9 43.51
V8	2891463	117.84			4 Dr Sed 74	3818224	.9 30.00
Pulley, Pump				SW	74	3726912	.9 36.30
Key Slotted Pump Shaft				Pipe, Tail			
6 Cyl	73 3418950	.6 6.22		318	exc	3583788	.6 13.97
V8	74 3769986	.6 6.22			4 Dr Sed 74	3642496	.6 12.98
318, 340 - 73	3512721	.6 6.22			SW To 11-72	3583406	.6 13.81
318, 360 - 74	3769985	.6 6.22			Fm 11-72	3642422	.6 16.12
400, 440	3769986	.6 6.22			74	4004252	.6 42.28
3/8" Hole Pump Shaft					360 SW	73 3466092	.6 14.85
6 Cyl	2951157	.6 5.72			400 2 Dr, 4 Dr Sed 73	3583412	.6 16.23
V8 318, 340, 360					SW 73	4004252	.6 42.28
exc	2951901	.6 6.22					
73 60 Amp Alt	3462044	.6 8.36					
V8 400, 440 w/o AP	2951128	.6 6.22					
Belt, Pump Drive - See Cooling							
Reservoir w/Filter							
Key Slotted Pump Shaft							
73	2891224	.8 16.37					
74	2891513	.8 16.37					
3/8" Hole Pump Shaft	2891558	.7 7.53					
Cooler, Pump Oil							
318, 340, 360	2891241	.3 8.82					
400, 440	2891428	.3 8.82					
Hose, Pump Pressure							
Key Slotted Pump Shaft							
6 Cyl	73 2891365	.3 13.55					
V8	74 2891515	.3 13.55					
73	2891421	.3 13.55					
74	2891495	.3 13.55					
Oval Reservoir Filler							
Round Reservoir Filler							
3/8" Hole Pump Shaft							
6 Cyl	73 2891373	.3 13.55					
V8	74 2891515	.3 13.55					
318, 340, 360	2891371	.3 13.55					
400, 440	2891429	.3 13.55					
Hose, Pump Return	2537699	.2 1.47					
FRAME				EXHAUST			
1 Crossmember, Front				MANIFOLDS			
Also Listed in Cooling Section				Replace Exhaust System			
w/Bolted Parts Removed				6 CYL			
Crmbr, Front Susp				Replace Exhaust System			
225				V8			
318, 340, 360				Replace Exhaust System			
400, 440				V8			
Incl Transfer All Assys				Replace Exhaust System			
but not O/H Assys or Align Wheels				V8			
CONT'D				CONT'D			

The pages previously listed are for 1973 - 74 Charger and Coronet. Some parts for Plymouth B body may be different. However it is interesting to note, 1975-76 Charger SE and Cordoba take 3402660 - 661 Torsion Bar.

1967-73 CHRYSLER, DODGE, PLYMOUTH FRONT

Chrysler Corp., All (1967-73)

► CHANGES, CAUTIONS, CORRECTIONS

► **LATE 1972 SUSPENSION CHANGE** — Late 1972 Frys, Polaras, Monacos, and Chryslers are equipped with a new type steering knuckle and hub and disc assembly. The new knuckle has a larger diameter spindle. This new spindle cannot be used with the early two-piece hub and disc assembly or wheel bearings.

► **1973 & PRIOR CHRYSLER CORP. LOWER CONTROL ARM BUSHING REPLACEMENT NOTE** — To ensure maximum bushing life, it is necessary that bushing be at neutral position when front of vehicle is at curb height. To obtain this position, it is recommended that pivot shaft remain loose during assembly and height setting. Be sure all nuts and bolts are torqued to specifications.

DESCRIPTION

Ball joint independent type suspension with torsion bar front springs. Torsion bar is mounted between lower control arm and frame rear crossmember. Upper and lower Control arms are attached to crossmember with steering knuckle connected between the control arms. Shock absorber is mounted on lower control arm. A strut rod is mounted on lower control arm on all models, and a sway bar is also used on some models.

ADJUSTMENT

Caster & Camber — See *Wheel Alignment Specifications & Adjustment* in **WHEEL ALIGNMENT** Section.

Front Wheel Bearings — See *Wheel Bearing Adjustment* in **WHEEL ALIGNMENT** Section.

REMOVAL & INSTALLATION

TORSION BAR

Removal - Raise and support car so suspension is in full rebound. Remove upper control arm rebound bumper, and release load from torsion bar (both bars on Imperial), by turning adjusting bolt counterclockwise. Slide rear anchor balloon seal off rear anchor and remove lock ring and plug from rear anchor. Remove torsion bar by sliding out through rear of rear anchor, using care not to damage balloon seal. Tool C-3728 is available to aid removal.

NOTE: Torsion bars are **not** interchangeable side for side. The bars are marked either "R" or "L".

Installation - Reverse removal procedure, pack annular opening in rear anchor completely full with high mileage lubricant, place a load on torsion bar by turning adjusting bolt, then lower car to floor and adjust riding height. Install upper control arm rebound bumper and tighten nut to specifications.

TORSION BAR ISOLATOR

Removal (Satellite, Coronet & Charger) — Raise and support vehicle so that suspension is in full rebound. Turn adjusting bolts counterclockwise until all load is removed from torsion bars. Remove lock rings from rear anchors and one bolt from each side, attaching torsion bar isolator assembly to crossmember brackets. Remove torsion bar crossmember isolator assembly.

Installation — To install, reverse removal procedure.

Removal (Imperial) — Raise and support vehicle so that suspension is in full rebound. Turn adjusting bolts counterclockwise until all load is removed from torsion bars. Remove lock rings from rear anchors and loosen torsion bar seal clamp. Slide seal forward. Remove bolts attaching rear anchor crossmember to isolator. Disconnect isolator from rear engine support crossmember and remove isolator assembly. **NOTE** — Isolator and mounting bracket are serviced only as an assembly.

Installation — To install, reverse removal procedure.

DISC BRAKES & HUB REMOVAL

See appropriate article in **BRAKE** Section.

STEERING KNUCKLE

Removal (All Exc. Satellite, Coronet, Charger, Imperial) — Remove upper control arm rebound bumper and raise vehicle so that suspension is in full rebound. Remove wheel, tire and drum. Remove all load from torsion bar by turning adjusting bolt counterclockwise. Remove tie rod end from knuckle, using suitable tool (C-3711). **NOTE** — Chrysler, Fury, Polara and Monaco use tool C-3964. Remove two upper bolts securing knuckle to brake support. Remove two lower bolts attaching steering arm to steering knuckle. Remove knuckle.

Installation — Place knuckle on brake support and install upper mounting bolts and nuts finger tight, position arm on knuckle and install mounting bolts and nuts finger tight. Install upper ball joint stud and tighten all nuts to specifications.

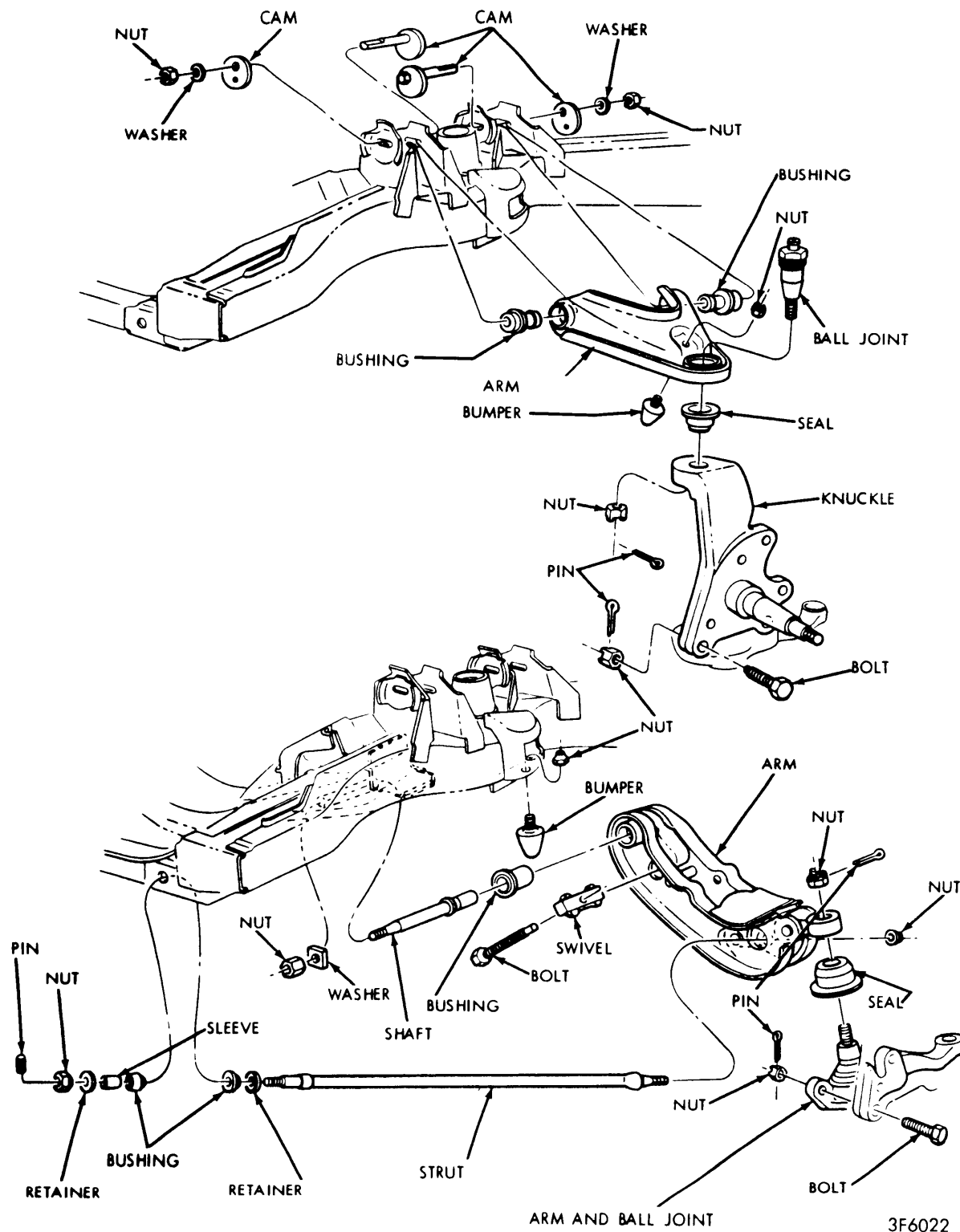
Removal (Satellite, Coronet, Charger) — Raise and support vehicle so that suspension is in full rebound. Turn adjusting bolts counterclockwise to remove all load from torsion bars. Remove rebound bumper from upper control arm. Move disc brake caliper assembly out of way, then remove disc and splash shield. Remove shock absorber, disconnect upper and lower ball joint studs, and remove steering knuckle.

Installation — To install, reverse removal procedure.

Removal (Imperial) — Raise and support vehicle so that suspension is in full rebound. Turn adjusting bolts counterclockwise to remove all load from both torsion bars. Remove disc brake caliper and disc. Remove tie rod and upper and lower ball joint studs. Disconnect steering arm from knuckle. Remove steering knuckle.

Front & Rear Suspension

1967-73 CHRYSLER, DODGE, PLYMOUTH FRONT (Cont.)



FRONT SUSPENSION (TYPICAL)
VALIANT, DART, BARRACUDA, CHALLENGER, FURY, POLARA, MONACO & CHRYSLER

1967-73 CHRYSLER, DODGE, PLYMOUTH FRONT (Cont.)

Installation — To install, reverse removal procedure.

SWAY BAR

NOTE — On Challenger, Charger, Coronet, Barracuda and Satellite, sway bar bushings are serviced separately; on all other models, entire sway bar assembly must be replaced if bushings are defective. Install bushings using a twisting motion. If lubricant is required, use water only.

Removal (Barracuda, Challenger, Valiant, Dart) — Remove sway bar link retaining nuts and retainers. Remove sway bar cushion retaining nuts, washers, straps, and bolts. Remove sway bar assembly. Remove link insulating bushings from frame bracket.

Installation — To install, reverse removal procedure.

Removal (Satellite, Coronet, Charger) — Raise and support vehicle so that suspension is in full rebound. Remove one wheel and remove bolts on each end of sway bar strut clamp. Remove bolts securing frame link strap to retainer link on each side of sway bar. Remove bar by pulling it through crossmember.

Installation — To install, reverse removal procedure.

Removal (Fury, Polara, Monaco, Chrysler) — Remove sway bar link retaining nuts, two sway bar cushions, retainers, straps, and bolts securing each strut. Remove sway bar by pulling through crossmember.

Installation — To install, reverse removal procedure.

Removal (Imperial) — Raise and support vehicle so that suspension is in full rebound. Remove one wheel and remove upper link nut, retainer, and rubber insulator on both sides. Remove screws attaching both bushing retainers to front crossmember. Remove sway bar.

Installation — To install, reverse removal procedure.

LOWER CONTROL ARM & SHAFT

Removal (All Exc. Satellite, Coronet, Charger, Imperial) — Raise and support vehicle so that suspension is in full rebound. Remove wheel and detach brake assembly. Remove lower shock absorber bolt and move shock out of way. Remove torsion bar from control arm and tie rod end from steering knuckle, using suitable tool (C-3894-A). Remove sway bar and ball joint stud from lower control arm. Remove strut spring pin, front nut and bushing retainer from front crossmember. Remove nut from lower control arm and shaft. Tap end of lower control arm and shaft, then remove from vehicle. **NOTE** — Remove lower control arm, shaft, and strut as an assembly.

Installation — To install, reverse removal procedure. **NOTE** — Do not tighten lower control arm nut until full weight of vehicle is on wheels.

Removal (Imperial) — Raise and support vehicle so that suspension is in full rebound. Remove wheel and tire assembly. Turn torsion bar adjusting bolts counterclockwise to remove all load. Remove lower shock absorber bolt and move out of way. Disconnect strut from lower control arm and brake hose from disc brake caliper. Remove upper and lower ball joint stud nuts and remove ball joint from knuckle. Disconnect lower control arm pivot shaft from frame. Remove lower control arm and shaft as an assembly.

Installation — To install, reverse removal procedure. **NOTE** — Do not tighten lower control arm nut until full weight of vehicle is on wheels.

LOWER BALL JOINT

Ball joint is integral with steering arm, on all models except Imperial. On Imperial, joint is integral with lower control arm. Use a suitable tool to remove ball joint stud from lower control arm and remove steering arm and ball joint assembly. On Imperial replace the lower control arm and ball joint as a complete assembly.

LOWER CONTROL ARM STRUT

Strut can be replaced after lower control arm is removed from vehicle, as previously described. Detach strut by removing the strut-to-control arm attaching bolts and nuts. Install by reversing removal procedure.

UPPER BALL JOINT

Ball joint can be removed from upper control arm after lower control arm is supported as close to wheel as possible. Always replace balloon seals after they have been removed. When installing ball joint, be sure ball joint threads squarely engage threads of upper control arm.

UPPER CONTROL ARM

NOTE — On Imperial, upper control arm, pivot bar and bushings are serviced as an assembly only.

Removal — Raise and support car under lower control arm as close to wheel as possible. Remove wheel and tire assembly and upper ball joint stud nut (on Imperial remove both upper and lower stud nuts). Remove control arm attaching nuts, lockwashers, cams, and cam bolts, and remove control arm.

Bushing Replacement — Bushings may be pressed out of control arm using suitable tools. When installing bushings, make sure new bushing is installed from outside of control arm until tapered part of bushing seats on control arm. *Bushing must be installed squarely.*

Installation — Reverse removal procedure and tighten upper ball joint stud nut to correct torque specification. Tighten cam attaching nuts to specifications.

Front & Rear Suspension

1967-73 CHRYSLER, DODGE, PLYMOUTH FRONT (Cont.)

RIDING HEIGHT

NOTE — Height should only be measured when vehicle has recommended tire pressure, full tank of fuel, no passenger load, and on level floor or alignment rack.

Measuring, Exc. Imperial — Clean suspension in area of measurement. Measure from lowest point of one adjusting blade to floor and from lowest point of steering knuckle to floor (on same side). Difference between measurements should not exceed specifications. Repeat measurement on other side.

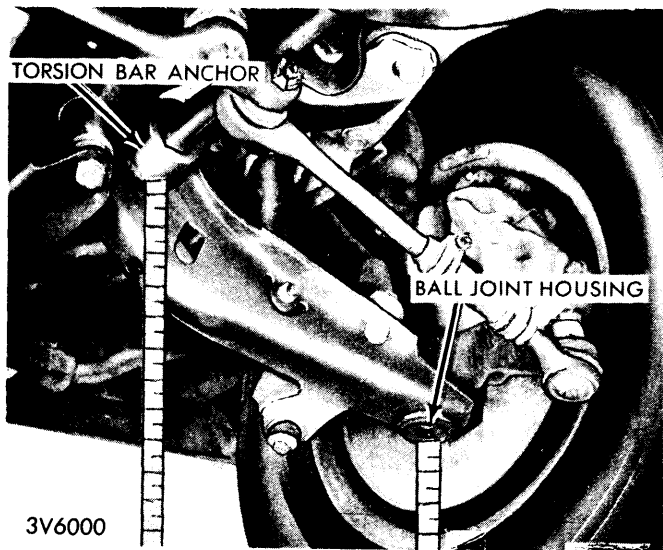
Measuring, Imperial — Clean suspension in area of measurement. Measure from lowest point of front torsion bar anchor, at rear of lower control arm flange, to floor and from lowest point of ball joint housing to floor (on same side). Difference between measurements should not exceed specifications. Repeat measurement on other side.

Adjusting, All Models — Adjust torsion bar to bring riding height within specifications by turning bar adjusting bolt clockwise to increase height and counterclockwise to decrease height. After each adjustment, jounce vehicle before remeasur-

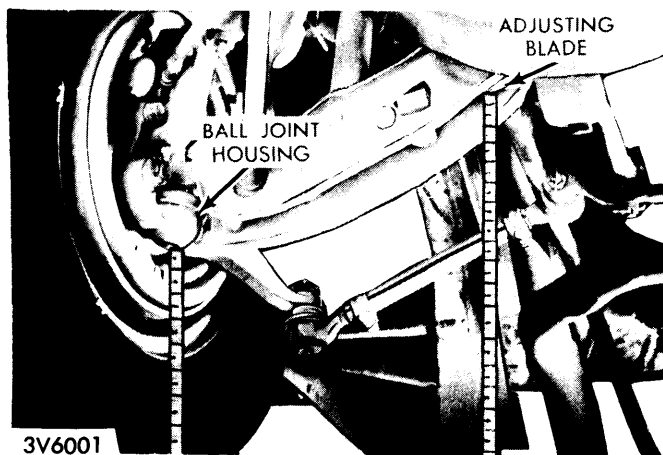
ing. Both sides should be measured even though only one side may be adjusted.

Riding Height^①

Application	Allowable Difference
1967-69	
Imperial.....	1 3/4"
Chrysler.....	1 1/8"
Dodge	
Coronet.....	1 7/8"
Dart.....	2 1/8"
Plymouth	
Belvedere, Satellite.....	1 7/8"
Fury.....	1 3/8"
Valiant.....	2 1/8"
Barracuda (1969).....	1 3/8"
Polara, Monaco.....	1 1/8"
1970	
Imperial.....	1 3/4"
Chrysler.....	1 1/8"
Dodge	
Coronet, Charger.....	1 7/8"
Challenger.....	1 3/16"
Dart.....	2 1/8"
Polara, Monaco.....	1 3/8"
Plymouth	
Barracuda.....	1 3/16"
Belvedere, Satellite.....	1 7/8"
Fury.....	1 3/8"
Valiant.....	2 1/8"
1971-72	
Imperial.....	1 3/4"
Chrysler.....	1 1/8"
Dodge	
Coronet, Charger.....	1 5/8"
Challenger.....	1"
Dart 2 Dr.....	1 5/8"
4 Dr.....	2 1/8"
Polara, Monaco.....	1 3/8"
Plymouth	
Barracuda.....	1"
Satellite.....	1 5/8"
Fury.....	1 3/8"
Valiant 2 Dr.....	1 5/8"
4 Dr.....	2 1/8"
1973	
Imperial.....	1 3/4"
Chrysler.....	1 3/4"
Dodge	
Coronet, Charger.....	1 7/8"
Challenger.....	1 1/8"
Dart 2 Dr.....	1 7/8"
4 Dr.....	2 1/8"
Polara, Monaco.....	1 1/2"
Plymouth	
Barracuda.....	1 1/8"
Satellite.....	1 7/8"
Fury.....	1 1/2"
Valiant 2 Dr.....	1 7/8"
4 Dr.....	2 1/8"



MEASURING RIDING HEIGHT (IMPERIAL)



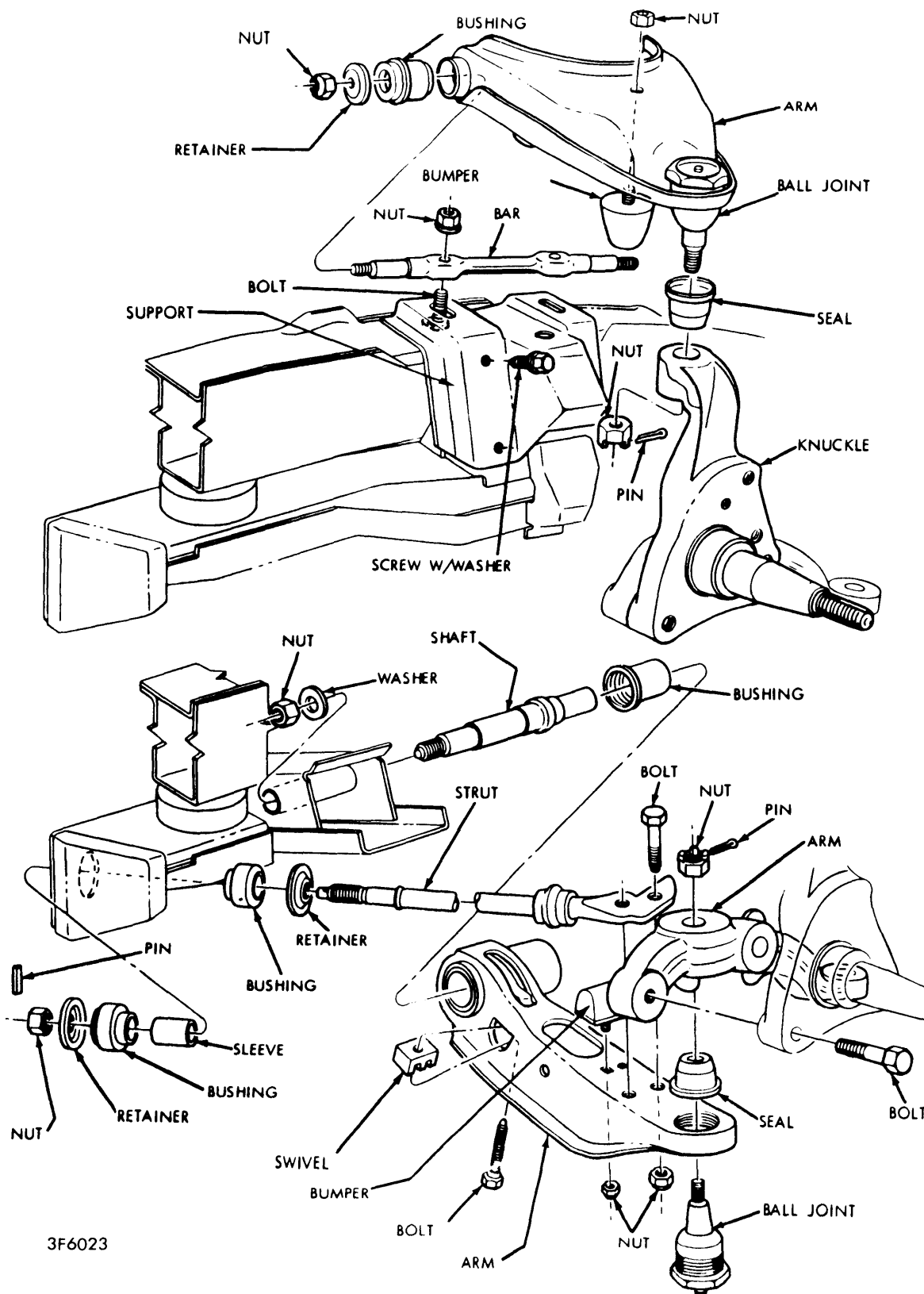
MEASURING RIDING HEIGHT (EXC. IMPERIAL)

① — All specifications are $\pm 1/8"$. Maximum height variation between sides of vehicle is $1/8"$.

Front & Rear Suspension

10-9

1967-73 CHRYSLER, DODGE, PLYMOUTH FRONT (Cont.)



3F6023

**FRONT SUSPENSION (TYPICAL)
SATELLITE, CORONET, CHARGER & IMPERIAL**

Front & Rear Suspension

1967-73 CHRYSLER, DODGE, PLYMOUTH FRONT (Cont.)

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Ball Joint-to-Control Arm (Upper)	
Imperial.....	150
All Others	125
Ball Joint-to-Control Arm (Lower)	
Satellite, Coronet, Charger (1973).....	150
Ball Joint Stud Nut (Upper)	
Dart, Valiant (Exc. 1973)	55
Dart, Valiant (1973).....	100
Chrysler, Fury, Polara, Monaco (Exc. 1973).....	125
Chrysler, Fury, Polara, Monaco (1973).....	100
Imperial.....	125
All Others	100
Ball Joint Stud Nut (Lower)	
Chrysler, Fury, Polara, Monaco	115
Imperial (Exc. 1973)	155
Imperial (1973).....	135
All Others	85
Rebound Bumper	
All	17
Cam Bolt (Upper Control Arm)	
Imperial.....	160
All Others	65
Pivot Shaft Bolt (Upper Control Arm)	
Satellite, Coronet, Charger	160
Pivot Shaft (Lower Arm)	
Chrysler, Fury, Polara, Monaco, Imperial	190
All Others	145
Steering Knuckle Bolts (Upper)	
All	55
Steering Knuckle Bolts (Lower)	
Dart, Valiant (Exc. 1973)	100
Dart, Valiant (1973).....	160
Chrysler, Fury, Polara, Monaco	120
All Others	160
Strut-to-Lower Control Arm	
Satellite, Coronet, Charger	95
Imperial.....	115
All Others	105
Strut-to-Frame	
All	52
Isolator-to-Crossmember	
Imperial.....	150
Isolator-to-Frame	
Imperial.....	75
Sway Bar Link Nut	
All	8
Sway Bar-to-Frame	
All	17
Sway Bar-to-Strut	
Satellite, Coronet, Charger	17
All Others	30
Sway Bar Plate-to-Crossmember	
All	30
Idler Arm	
All	65
Tie Rod End	
All	40
Shock Absorber (Upper)	
All	25
Shock Absorber (Lower)	
All	50