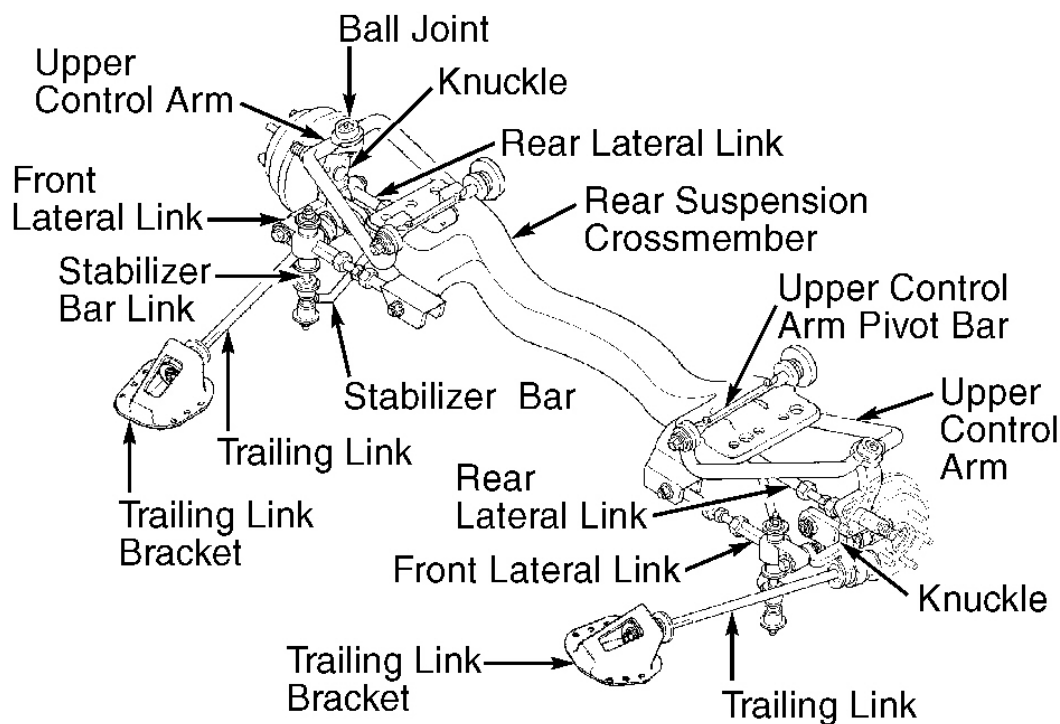


1998-99 SUSPENSION

Rear - Cirrus, Stratus, Breeze & Sebring Convertible

DESCRIPTION

Rear suspension uses a short/long arm independent design. See **Fig. 1** . Each side consists of a strut assembly, upper control arm, 2 lower lateral links, trailing link, knuckle and stabilizer bar.



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Fig. 1: Identifying Rear Suspension Components
 Courtesy of CHRYSLER CORP.

ADJUSTMENTS & INSPECTION

CAUTION: Only frame contact hoisting equipment may be used on vehicle. Damage will occur if vehicle is lifted by rear axle or rear suspension components.

WHEEL ALIGNMENT

None		
Sunday, April 06, 2008 8:32:33 AM	Page 1	© 2005 Mitchell Repair Information Company, LLC.

NOTE: See **SPECIFICATIONS & PROCEDURES - CARS** article in **WHEEL ALIGNMENT**.

WHEEL BEARING

Wheel bearings do not require periodic maintenance and lubrication. To inspect, raise vehicle and remove wheel and brake drum. Rotate hub assembly. Excessive roughness or resistance may indicate bearing failure. Minor grease loss from bearing is considered normal.

REMOVAL & INSTALLATION

NOTE: If a suspension component fails or becomes bent or damaged, **DO NOT** straighten or repair. Always replace with a **NEW** component.

COIL SPRING

CAUTION: Only frame contact hoisting equipment may be used on vehicle. Damage will occur if vehicle is lifted by rear axle or rear suspension components.

NOTE: Coil springs are rated separately for each side of vehicle depending on optional equipment and type of service. Mark coil spring and strut assembly to ensure it is reinstalled on correct side of vehicle.

Removal & Installation

1. Raise vehicle. Remove wheel and strut assembly. See **STRUT ASSEMBLY**. Position strut assembly in vise. **DO NOT** clamp strut reservoir in vise. Clamp strut clevis on bottom of strut. Mark strut assembly for installation reference. Compress coil spring with Spring Compressor (7521-A) for 1998 models, or (W-7200) for 1999 models. Ensure first full top and bottom coil of coil spring is captured by spring compressor.
2. Hold strut rod with Strut Socket (A136), and remove strut rod nut and washer. Remove upper strut mount. Remove remaining components, noting order for installation reference. Remove coil spring with spring compressor attached. Loosen spring compressor and remove it from spring. To install, reverse removal procedure.

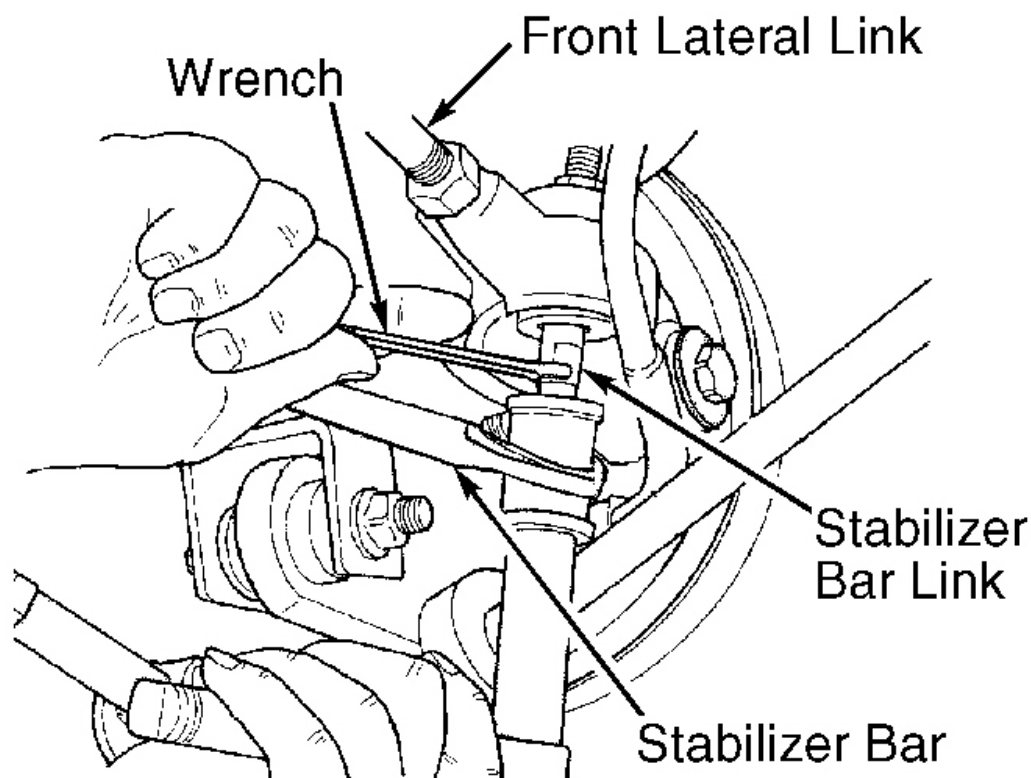
LATERAL LINKS

Removal (Front Lateral Link)

NOTE: Lateral links are serviced as complete assemblies. Bushings are not serviced as separate components.

Raise and support vehicle. Remove wheel. Use an 8-mm wrench on stabilizer bar link flat and remove nut attaching stabilizer bar link to front lateral link. See **Fig. 2**. Separate stabilizer link from front lateral link. Remove nut, bolt and washer attaching front lateral link to knuckle. Remove nut and bolt attaching front lateral

link to crossmember. Remove front lateral link from vehicle.



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Fig. 2: Removing Stabilizer Bar Link From Front Lateral Link
Courtesy of CHRYSLER CORP.

Installation

To install, reverse removal procedure. Ensure front lateral link is installed with cupped surface facing down and toward knuckle. Tighten bolts and nuts to specification. See **TORQUE SPECIFICATIONS** table. Check and adjust wheel alignment if required. See **SPECIFICATIONS & PROCEDURES - CARS** article in WHEEL ALIGNMENT.

Removal (Rear Lateral Link)

Raise and support vehicle. Remove wheel. Remove nut, bolt and washer attaching rear lateral link to knuckle. Remove nut and bolt attaching rear lateral link to crossmember. Remove rear lateral link from vehicle.

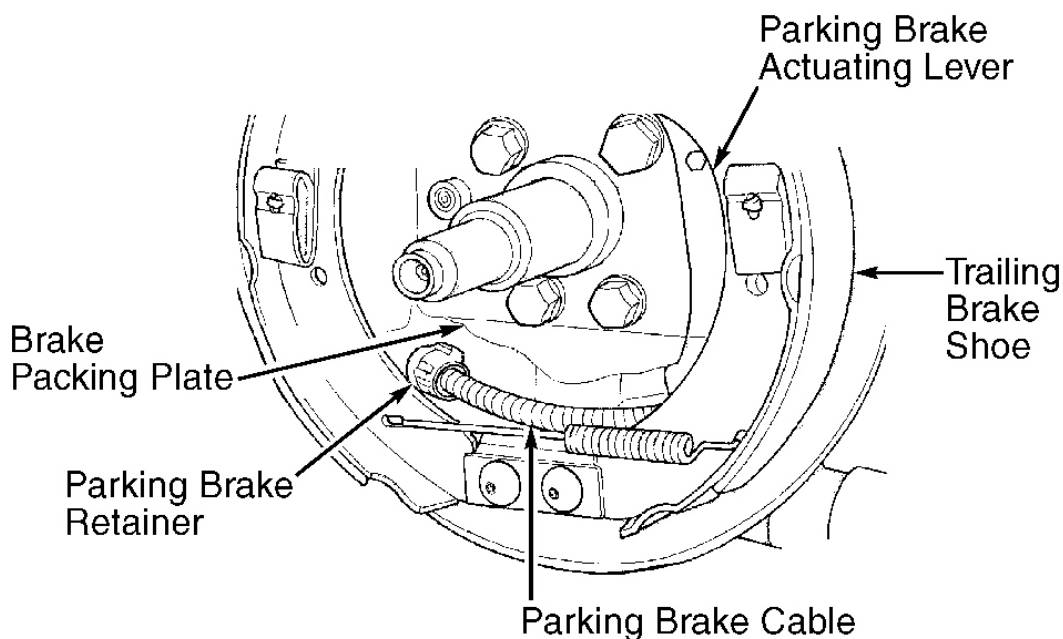
Installation

To install, reverse removal procedure. Ensure rear lateral link is installed with adjusting screw towards knuckle. Tighten bolts/nuts to specification. See **TORQUE SPECIFICATIONS** table. Check and adjust wheel alignment if required. See **SPECIFICATIONS & PROCEDURES - CARS** article in WHEEL ALIGNMENT.

HUB/BEARING & KNUCKLE

Removal

1. Raise and support vehicle. Remove wheel assembly and brake drum. Remove speed sensor from backing plate and brake hose routing bracket (if equipped with ABS).
2. Remove parking brake cable from parking brake actuating lever. See **Fig. 3**. Use a 1/2" box end wrench over parking brake cable retainer tabs to collapse retaining tabs, and remove parking brake cable from backing plate.



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Fig. 3: Parking Brake Cable Attachment To Actuating Lever
Courtesy of CHRYSLER CORP.

3. Remove hub/bearing retaining nut and washer. Remove hub and bearing assembly. Unbolt and remove backing plate, brake shoes and wheel cylinder as an assembly, and wire aside. It is not necessary to remove brake hose from wheel cylinder.
4. Remove nuts and bolts attaching front and rear lateral links to knuckle. Remove cotter pin, and loosen nut attaching upper ball joint to knuckle. Using Puller (CT-1106), separate upper ball joint stud from knuckle.

and remove nut. See **Fig. 4** .

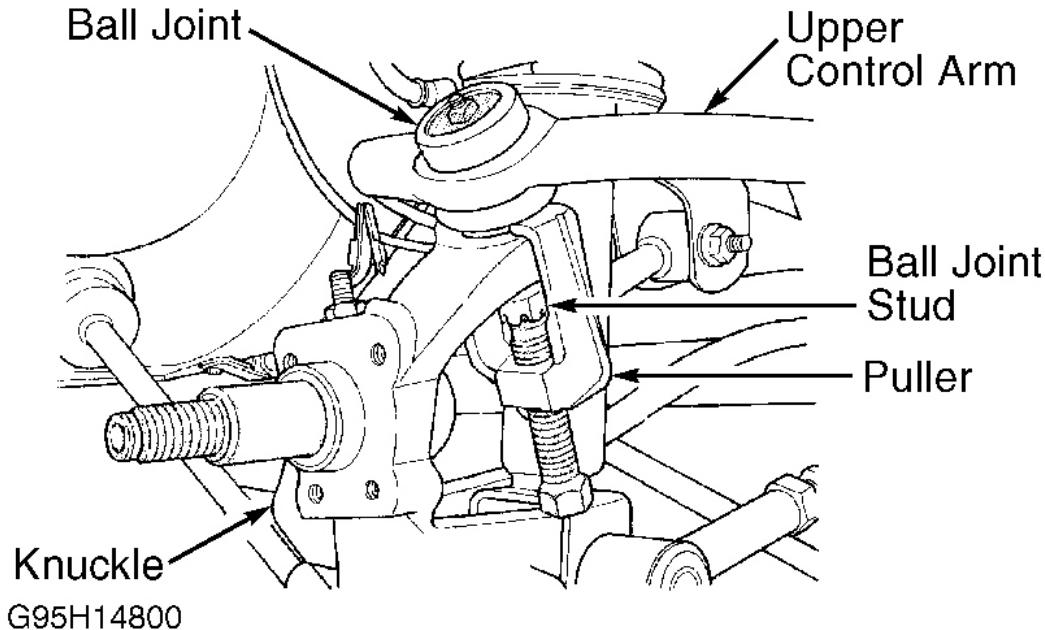


Fig. 4: Removing Ball Joint Stud From Knuckle
 Courtesy of CHRYSLER CORP.

5. Remove nut and washer attaching trailing link to knuckle. Use a wrench on trailing link flat to keep trailing link from turning when removing nut. Note position of bushings and cupped retainers for installation reference. Remove strut clevis bracket from knuckle, and remove knuckle from vehicle.

Installation

To install, reverse removal procedure. Ensure trailing link-to-knuckle bushings and retainers are installed in original positions. Tighten all nuts and bolts to specification. See **TORQUE SPECIFICATIONS** table. Check and adjust wheel alignment if required. See **SPECIFICATIONS & PROCEDURES - CARS** article in WHEEL ALIGNMENT.

STABILIZER BAR

Removal

1. Raise and support vehicle. Remove both wheels. Use an 8-mm wrench on stabilizer bar link flat and remove nut attaching stabilizer bar link to front lateral link. See **Fig. 2** .
2. Remove 4 bolts attaching stabilizer bar brackets to crossmember. Remove brackets and bushings from stabilizer bar. Remove stabilizer bar from vehicle. Inspect for broken or distorted retainers or bushings. If

bushing replacement is necessary, open slit in bushing and remove bushing. Note direction bushing slit is facing on stabilizer bar for installation reference.

Installation

To install, reverse removal procedure. Ensure bend in stabilizer bar is facing up when installed in vehicle. See **Fig. 5** . Tighten nuts and bolts to specification. See **TORQUE SPECIFICATIONS** table.

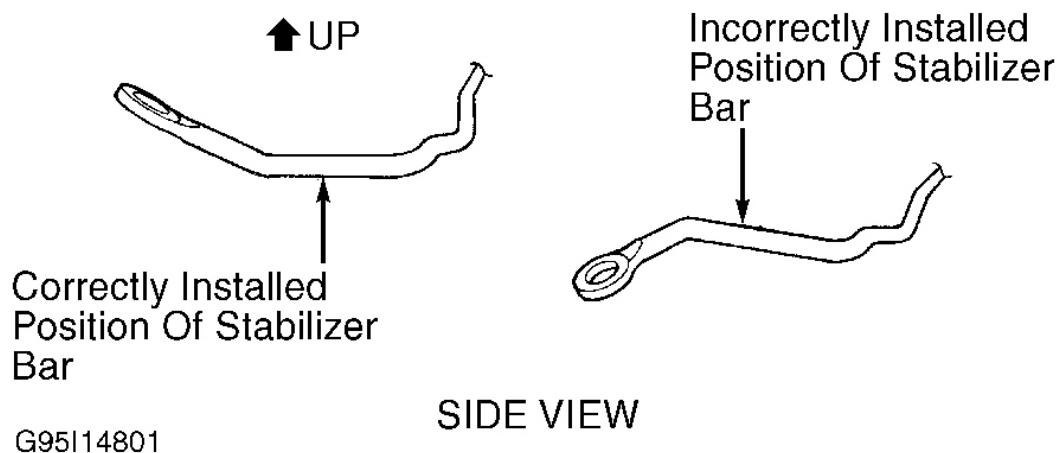


Fig. 5: Stabilizer Bar Position In Vehicle
Courtesy of CHRYSLER CORP.

STRUT ASSEMBLY

Removal

1. On Sebring Convertible, put top up and, from inside, remove access panel. On all others, open trunk and roll back carpet covering strut tower. On all models, remove 2 nuts attaching upper strut mount to strut tower. Raise and support vehicle. Remove wheel assembly. Remove bolt attaching strut clevis bracket to knuckle. Push suspension downward and slide clevis bracket off knuckle. Remove strut assembly from vehicle.
2. Inspect strut for evidence of fluid leakage. Slight seepage is normal and does not require strut replacement. Remove spring. See **COIL SPRING** . Remove remaining components, noting order for installation reference.

Installation

To install, reverse removal procedure. Strut is available in 2 calibrations. If replacing strut, ensure proper calibration is used. Tighten nuts and bolts to specification. See **TORQUE SPECIFICATIONS** table.

UPPER CONTROL ARM

None

Sunday, April 06, 2008 8:32:29 AM

Page 6

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NOTE: Rear control arm, control arm bushings and pivot bar are serviced as a complete assembly. DO NOT disassemble pivot bar from rear control arm to service control arm bushings. Ball joint and ball joint seal are the only replaceable components on control arm assembly.

Removal

1. Raise and support vehicle. Remove both wheels. Remove nut and bolt attaching left and right strut clevis brackets to knuckle. Remove muffler support bracket bolts from frame rail. Remove rear exhaust pipe hanger from crossmember, and lower exhaust. Remove cotter pin, and loosen nut attaching ball joint to knuckle on side of vehicle requiring control arm removal.
2. Using Puller (CT-1106), separate upper ball joint stud from knuckle, and remove nut. See **Fig. 4** . Position jack and wood block under crossmember. Remove speed sensor cable routing clips from left and right control arms (if equipped with ABS).
3. Remove 4 bolts attaching crossmember to frame rails. Lower crossmember, without straining brake hoses, to access control arm pivot bar-to-crossmember bolts. Remove 2 bolts attaching pivot bar to crossmember, and remove control arm from vehicle. Remove washers located between pivot bar and crossmember. Remove and replace components as necessary.

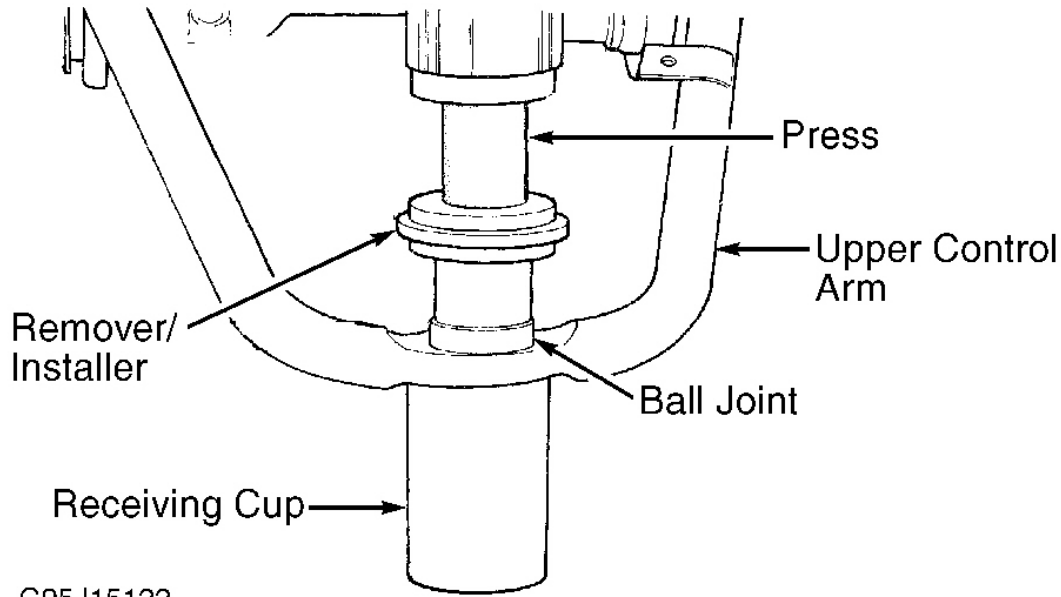
Installation

To install, reverse removal procedure. Use NEW cotter pin in ball joint stud. Tighten bolts and nuts to specification. See **TORQUE SPECIFICATIONS** table.

BALL JOINT

Removal

Remove control arm from vehicle. See **UPPER CONTROL ARM** . Pry seal boot from ball joint with screwdriver. Position Receiving Cup (6758) to support control arm in press. See **Fig. 6** . Position Remover/Installer (6804) over ball joint stud, and press ball joint from control arm.



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Fig. 6: Removing Ball Joint From Control Arm
Courtesy of CHRYSLER CORP.

Installation

1. Position ball joint in control arm by hand. Ensure ball joint is square in control arm. Position Receiving Cup (6758) to support control arm in press. See **Fig. 7** .

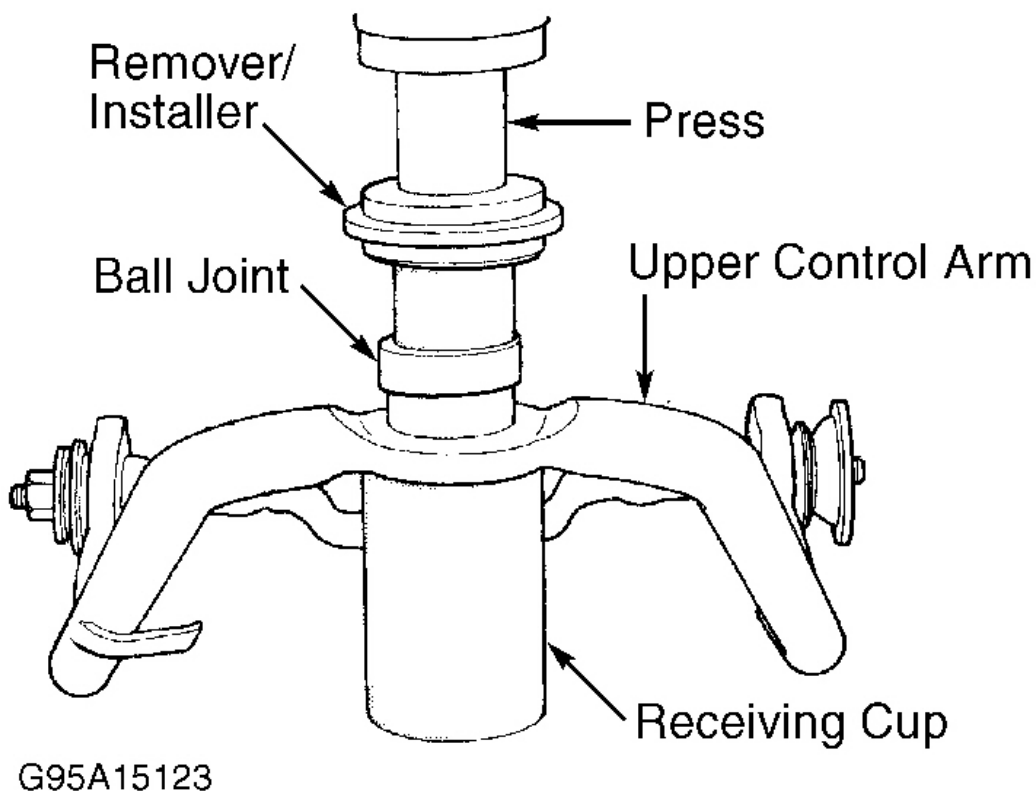


Fig. 7: Installing Ball Joint Into Control Arm
Courtesy of CHRYSLER CORP.

2. Position Remover/Installer (6804) on top of ball joint assembly, and press ball joint into control arm until there is a 1/8" (3 mm) gap between ball joint lip and control arm surface. Using receiving cup, install NEW ball joint seal boot. Position receiving cup over seal boot. Apply pressure by hand until seal boot is seated against control arm.

WHEEL BEARING & HUB

Removal & Installation

Wheel bearing and hub are replaced as an assembly. Raise and support vehicle. Remove wheel and brake drum. Remove dust cap, hub nut and washer. Remove hub and bearing assembly. To install, reverse removal procedure. Tighten hub nut to specification. See **TORQUE SPECIFICATIONS** table.

TORQUE SPECIFICATIONS

TORQUE SPECIFICATIONS

None		
Sunday, April 06, 2008 8:32:29 AM	Page 9	© 2005 Mitchell Repair Information Company, LLC.

1998 Plymouth Breeze

1998-99 SUSPENSION' 'Rear - Cirrus, Stratus, Breeze & Sebring Convertible

Application	Ft. Lbs. (N.m)
Backing Plate-To-Knuckle Bolt	45 (61)
Ball Joint Stud-To-Knuckle	
Sebring Convertible	63 (85)
All Others	50 (68)
Control Arm Pivot Bar Bolt	80 (109)
Crossmember-To-Frame Bolt	
Sebring Convertible	80 (109)
All Others	70 (95)
Front & Rear Lateral Link-To-Crossmember Bolt	
Sebring Convertible	80 (109)
All Others	70 (95)
Front & Rear Lateral Link-To-Knuckle Bolt	
Sebring Convertible	80 (109)
All Others	70 (95)
Hub Nut	185 (251)
Speed Sensor Bolt	(1)
Stabilizer Bar Bracket Bolt	20 (27)
Stabilizer Bar Link-To-Lateral Link Nut	
Sebring Convertible	26 (35)
All Others	24 (33)
Strut Clevis Bracket-To-Knuckle Bolt	70 (95)
Strut-To-Upper Mount Nut	40 (54)
Trailing Link-To-Knuckle Bolt	
Sebring Convertible	73 (99)
All Others	70 (95)
Upper Strut Mount-To-Strut Tower Nut	40 (54)
Wheel Lug Nuts	80-110 (109-149)
(1) Tighten bolt to 60 INCH lbs. (7 N.m)	

None

Sunday, April 06, 2008 8:32:29 AM

Page 10

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