

1. Why do vehicles have suspension systems?
2. What kind of "springs" can a vehicle suspension system have?
3. What is the difference between sprung and unsprung weight?
4. Would a vehicle with worn shocks provide increased dampening? Explain.
5. What is the difference between vehicles with or without a unibody?
6. What does a sway bar "do"?
7. Explain the difference between a live and dean axel.
8. What is the purpose of springs in a suspension system?
9. What is the purpose of shocks in a suspension system?
10. How are shock absorbers inspected? What is found for it to be considered defective?
11. What is important about the steering knuckle?
12. Why is rubber used as bushing material?
13. Why are some ball joints given a service port?
14. What will happen to ride quality when comparing solid axel and independent suspensions?
15. What is the primary difference between MacPherson strut and SALA suspensions?
16. How many different ways can the spring be used in MacPherson strut suspension? IS this different than SALA suspension? If so, how?
17. What happens to toe in the front axel when the steering wheel is turned?
18. What could be the cause of excessive setback?
19. In slide 90, what is in the picture?
20. What do we need to be conscience of when we are inspecting ball joints?