

1973 SUBARU SPECIFICATIONS & ADJUSTMENTS

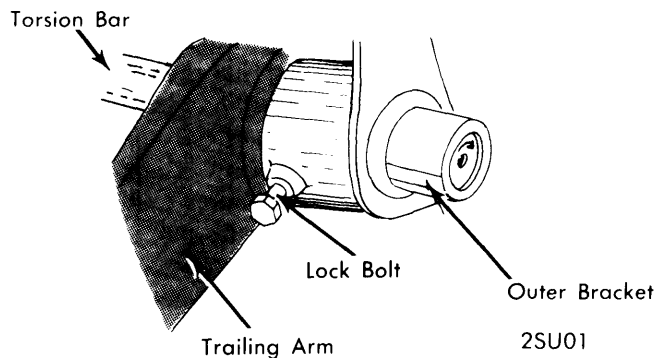
TIRE INFLATION (COLD)

Before attempting to check or adjust wheel alignment, make sure tires are properly inflated. Refer to manufacturers specifications given in owner's manual.

RIDING HEIGHT (REAR)

Riding height is adjusted by changing the size of the angle between trailing arm center line and the markings on outer bracket (see illustration). The trailing arm and outer bracket have full serrations around the torsion bar mounting hole, while the torsion bar has one missing serration, thus allowing torsion bar to be inserted at any angle.

Raising vehicle height is accomplished by turning outer end and inner end of torsion bar in direction opposite to cast-in arrow on outer end of bar. Height changes .20" (5mm) per each serration shifted.



TORSION BAR OUTER END ATTACHMENT

1) Initially set vehicle rear riding height by inserting torsion bar with its missing serration aligned with markings on outer bracket surface and trailing arm inner surface. This will give approximately the specified riding height: 11.29-11.89" with bias ply tires, or 11.06-11.66" with radial tires.

2) Measure road clearance from center of trailing arm bushing to ground. *NOTE* — Vehicle must be in unloaded condition. Raise rear of vehicle and remove rear wheel.

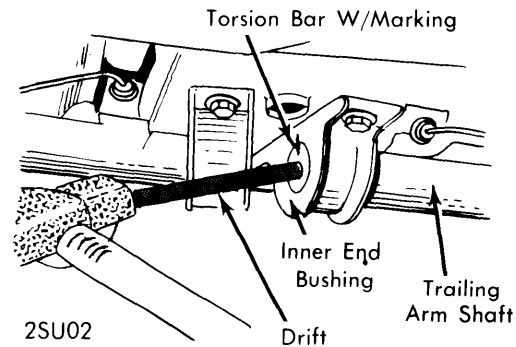
3) Unscrew shock absorber lower mounting nut and remove it from trailing arm. Unscrew lock bolt on outer bushing.

4) Scribe mark position of torsion bar by making a mark on upper half of inner end surface and lower half of outer end surface. Outer end surface mark should be continued onto trailing arm shaft and outer bracket boss.

5) Holding trailing arm so torsion bar does not twist, disengage serrations by tapping inner end surface of torsion bar (see illustration).

6) Pull torsion bar out of trailing arm. Determine amount of turn necessary to make proper height adjustment and turn inner end of torsion bar to this value. Then, insert outer end of torsion bar to its proper adjusted position.

7) Install rear wheel and lower vehicle. Reattach lower end of shock absorber. Recheck vehicle rear ground clearance as originally measured. If correct, tighten lock bolt on outer trailing arm bushing. If incorrect, repeat adjustment.



REMOVING TORSION BAR

CASTER

Caster angle is not adjustable. If angle is not to specifications, inspect suspension for wear or damage and repair or replace components as necessary.

CAMBER

Camber angle is not adjustable. If angle is not to specifications, inspect suspension for wear or damage and repair or replace components as necessary.

TOE-IN

All Models (Front) — If toe-in is not within specifications, loosen steering link (tie rod) lock nut and turn sleeve until correct toe-in is obtained.

All Models (Rear) — If toe-in is not within specifications, loosen bolts holding torsion bar bushing to body. Bushing is fixed to body at elongated holes. Moving bushing forward decreases toe-in and moving it rearward increases toe-in. Tighten bolts and recheck toe-in.

WHEEL ALIGNMENT SPECIFICATIONS					
Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
				Inner	Outer
All Models					
Front	3/4 °	1 1/3 ° ± 1/2 °	.08 to .32	35-37°	34-36°
Rear	...	3/8 ° ± 1/3 °	.04 to .20