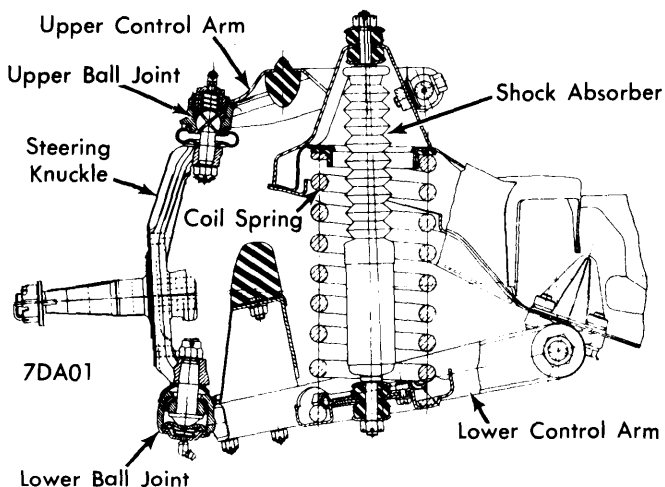


1963-70 DATSUN 310, 311, 312, 410 & 411

- 310 Models (1963-65)
- 311 Models (1966-70)
- 312 Models (1963-64)
- 410 Models (1964-65)
- 411 Models (1966-67)

DESCRIPTION

Independent type front suspension consisting of upper and lower control arms with steering knuckle mounted between control arms by means of ball joints. Upper and lower control arms are mounted to suspension crossmember by means of pivot shafts. Coil springs are mounted between lower control arms and pockets in suspension crossmember. Hydraulic shock absorbers are mounted between lower control arms and suspension crossmember and are inside coil springs. A stabilizer bar is mounted to arms that are integral with suspension crossmember and are connected at ends to lower control arms.



FRONT SUSPENSION COMPONENTS

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications & Procedures* in *WHEEL ALIGNMENT* Section.

WHEEL BEARING ADJUSTMENT

See *Wheel Bearing Adjustment* in *WHEEL ALIGNMENT* Section.

BALL JOINT CHECKING

See *Ball Joint Checking* in *WHEEL ALIGNMENT* Section.

REMOVAL & INSTALLATION

COIL SPRING

Removal — Raise vehicle and place safety stands under chassis members. Remove tire and wheel. Remove upper shock

absorber mounting nut and lock nut. Remove lower shock absorber mounting bolts and remove shock absorber from vehicle. Using a suitable tool compress coil spring and remove bolts retaining ball joint to lower control arm. Swing control arm down, release coil spring and slide out of suspension crossmember.

Installation — Reverse removal procedure for installation and tighten all bolts and nuts to specifications.

LOWER CONTROL ARM & BALL JOINT

Removal — Raise vehicle and place safety stands under chassis members. Remove shock absorber as previously outlined. Remove bolts retaining control arm pivot shaft to suspension crossmember and remove control arm from vehicle. **NOTE** — Ball joint can be removed with control arm by removing cotter pin and nut on ball joint stud and separate ball joint from steering knuckle. Remove pivot shaft from control arm by unscrewing bushings.

Installation — Thoroughly grease pivot shaft and bushings before installing in control arm. Tighten bushings to specification. Reverse removal procedure to install lower control arm and tighten all bolts and nuts to specifications. Check wheel alignment.

UPPER CONTROL ARM & BALL JOINT

Removal — Raise vehicle and place safety stands under lower control arms. Remove tire and wheel. Remove cotter pin and nut on upper ball joint stud and separate from steering knuckle. Remove bolts retaining upper control arm pivot shaft to suspension crossmember noting position and amount of shims. Remove control arm from vehicle. Remove bolts retaining ball joint to control arm and separate ball joint from control arm. Remove pivot shaft from control arm by unscrewing bushings.

Installation — Thoroughly grease pivot shaft and bushings before installing in control arm. Tighten bushings to specification. Reverse removal procedure to install control arm making sure shims are installed in correct amount and position. Tighten all bolts and nuts to specifications and check wheel alignment.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Upper Control Arm Bushings.....	137-145
Lower Control Arm Bushings.....	173-180
Ball Joint to Upper Control Arm.....	17-19
Ball Joint to Lower Control Arm.....	16-20
Upper Ball Joint Stud Nut.....	43-51
Lower Ball Joint Stud Nut.....	69-90
Upper Pivot Shaft Bolts.....	34-36
Lower Pivot Shaft Bolts.....	29-33