

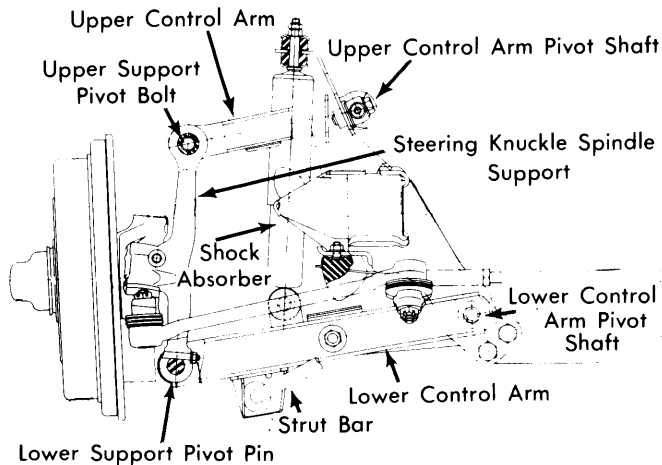
Front Suspension

1963-72 DATSUN PICKUP

Pickup (1963-72)

DESCRIPTION

Independent type suspension using torsion bars. Upper and lower control arms pivot on brackets which are integral with chassis. A steering knuckle spindle support is mounted between upper and lower control arms. Wheel spindle pivots on steering knuckle spindle support. A strut bar is mounted between lower control arm and chassis. A torsion bar is mounted at front to lower control arm by means of a torque arm and at rear to chassis by means of an adjustable spring anchor. A hydraulic shock absorber is mounted between lower control arm and upper control arm mounting bracket. A stabilizer bar is optional and may be installed on some vehicles, it is mounted to front chassis members and connected at ends to lower control arms.



2EM8023

DATSUN PICKUP FRONT SUSPENSION

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

SHOCK ABSORBER

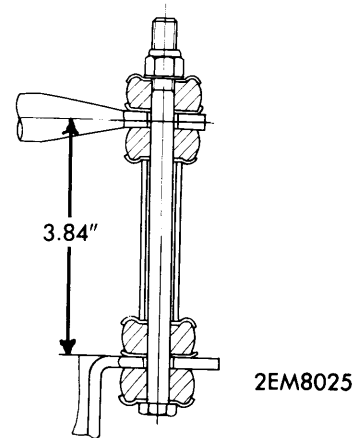
Removal – Remove nut and slide out bolt retaining shock absorber to lower control arm. Remove upper shock absorber retaining nut and remove shock absorber from vehicle.

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

STABILIZER BAR

Removal (if equipped) – Remove bolts holding stabilizer bar brackets to frame. Disconnect link bolt attaching stabilizer bar to lower control arm. Remove stabilizer bar from vehicle.

Installation – Reverse removal procedure for installation. Tighten nut on link bolt enough to reach a distance of 3.84" between top of lower control arm and center of stabilizer bar. Tighten bracket retaining bolts to specification.

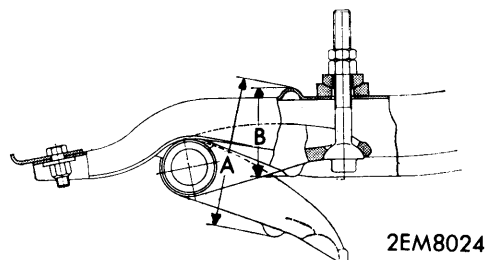


STABILIZER BAR INSTALLATION DIMENSION

TORSION BAR

Removal – Raise vehicle and support with safety stands. Place a jack under spring anchor and raise enough to remove anchor bolt. Release jack slowly and slide anchor and torsion bar out toward rear of vehicle.

Installation – Apply grease to both ends of torsion bar. **NOTE** – Torsion bars are marked left and right on ends of bar, if both bars are removed at one time, make sure they are installed in correct side. Place jack under lower control arm and raise until arm just touches rubber bumper. On 320 models only slide in torsion arm and anchor assembly and adjust riding height as previously outlined. On all other models install torsion bar and place anchor assembly on bar so dimension A, as shown in illustration, is 3.86" (short body) or 3.62" (long body). Tighten anchor bolt until dimension B, as shown in illustration, is 2.70".



ANCHOR ARM INSTALLATION DIMENSION

STRUT BAR

Removal – Remove retaining bolts, washers and rubber grommets from both front and rear of strut bar. Remove front mounting bracket bolts and remove strut bar from vehicle.

1963-72 DATSUN PICKUP (Cont.)

Installation – Reverse removal procedure for installation, but do not tighten strut bar nuts. Tighten front bracket bolts to specification. On 320 and 520 models, tighten nuts until compressed dimension of rubber is .433". On 521 models, tighten nuts until compressed dimension of both rubber grommets is 1.32" at rear and 1.44" at front. Tighten lock nuts to specification.

STEERING KNUCKLE SUPPORT & SPINDLE

Removal – Raise vehicle and support with safety stands. Remove wheel and tire, brake drum and hub. Disconnect brake hose at wheel cylinder and remove backing plate. Remove two bolts and remove steering arm from spindle. Remove king pin lock-nut and plug from top and bottom of king pin. Drive out king pin with a drift punch and separate spindle from knuckle support. Remove shock absorber, stabilizer bar (if equipped), torsion bar and strut bar as previously outlined. Remove upper pivot arm nut and bolt and separate knuckle support from upper control arm. Remove lower pivot shaft lock-bolt and unscrew bushings from control arm. Drive out pivot pin and separate knuckle support from lower control arm.

Installation – Apply grease to pivot shaft, bolt and bushings before installing knuckle support. Screw bushings in equally to center knuckle support in lower control arm. Install upper pivot bolt from rear side of vehicle. With knuckle support installed inspect king pin for wear or damage. King pin and bushings in spindle are replaceable. Using a suitable bushing remover (ST35380000), remove bushings from spindle. With bushings installed and using a suitable reamer, ream bushings to 0.801-0.800" (320 & 520 models) and to 0.787-0.788" (521 models). Install spindle on steering knuckle support with thrust bearing covered side up. Install king pin but not lock-bolt, place a jack under spindle and raise slightly. Measure clearance between spindle and knuckle support, install a suitable shim to obtain a clearance of 0.002-0.003". Using a punch, stake in caps on top and bottom of king pin. Install lock-bolt and tighten to specification. Install strut bar, torsion bar, stabilizer bar and shock absorber as previously outlined. Install remaining suspension components in reverse of removal procedure. Tighten all bolts and nuts to specifications.

UPPER CONTROL ARM & BUSHINGS

Removal – Remove steering knuckle support from upper control arm as previously outlined. Remove bolts retaining upper control arm pivot shaft to chassis and remove upper control arm from vehicle. Separate both sides of control arm from pivot shaft by twisting off. Place separated sides of control arm in vise and using a suitable remover, remove bushings.

Installation – Install bushings in both sides of control arm and fill with grease. Install pivot shaft and tighten bushings until measurement between steering knuckle support end of control arm is 1.76" (521 models only). Install in vehicle and tighten bolts to specifications. Install steering knuckle support arm as previously outlined. Tighten all bolts and nuts to specifications. Check front suspension alignment when procedure is completed.

LOWER CONTROL ARM & BUSHING

Removal – Remove steering knuckle support as previously outlined. Remove nut and drive out lower control arm pivot shaft. Remove lower control arm from mount. Remove bolts and separate torque arm from lower control arm. Using a suitable bushing remover (ST36070000), drive out lower control arm bushing from chassis mount.

Installation – Using the same tool used for removal, drive in new bushing in control arm chassis mount. Install torque arm on lower control arm. Place control arm in proper position on mount. Install pivot bolt and tighten nut to specification. Install steering knuckle support as previously outlined. Tighten all bolts and nuts to specifications and check front suspension alignment when procedure is completed.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Backing Plate-to-Spindle Bolts	35 (4.8)
Steering Arm-to-Spindle Bolts	87 (12)
King Pin Lock Bolt	17 (2.4)
Steering Knuckle Upper Pivot Bolt	36 (5)
Steering Knuckle Lower Bushings	177 (25)
Steering Knuckle Lower Lock Nut	4 (.6)
Torque Arm End	20 (2.8)
Torque Arm Serration Boss	8 (1.1)
Lower Control Arm Pivot Nut	65 (9)
Upper Control Arm Bushings.....	177 (25)
Strut Rod Lock Nut.....	13 (1.8)
Strut Rod Bracket Bolts	13 (1.8)
Shock Absorber Upper Nut.....	13 (1.8)
Shock Absorber Lower Bolt.....	29 (4)
Stabilizer Bar Bracket Bolts.....	13 (1.8)
Anchor Bolt Lock Nut	33 (4.6)
Rubber Bumper Bolt.....	10 (1.4)