1973 DATSUN 610

610 (1973)

DESCRIPTION

Strut type suspension consisting of a vertically mounted strut assembly. Strut assembly is mounted to chassis frame at top by means of a thrust bearing. Lower end of strut assembly is mounted to a ball joint. Strut assembly consists of a shock absorber built into strut outer tube and a coil spring mounted to outside upper portion of strut tube. The spindle is integral with bottom of strut. A stabilizer bar is mounted to front of crossmember and is connected at ends to lower control arms.

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

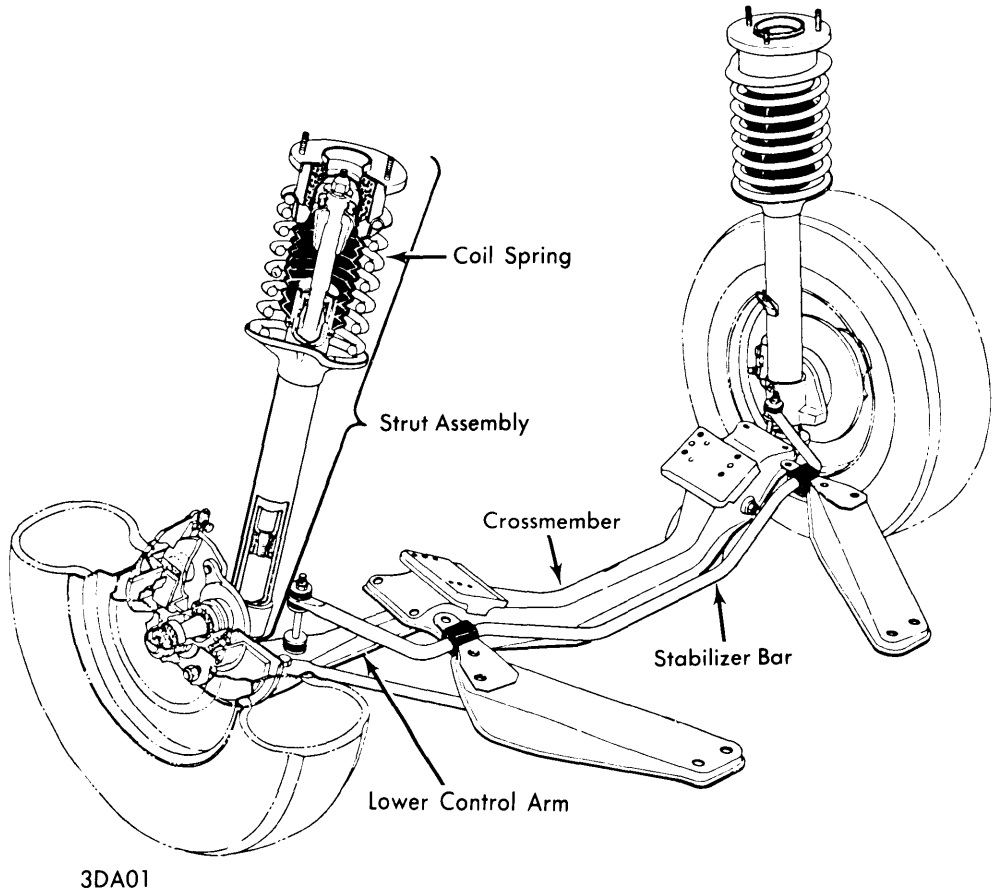
FRONT AXLE & SUSPENSION ASSEMBLY

Removal – 1) The complete front axle and suspension assembly can be removed as a single unit. Raise and support vehicle. Remove wheels and splash board. Disconnect brake line from vehicle frame and disconnect brake hose by removing lock spring. Remove cotter pin from tie rod ball joint. Remove nut and disconnect tie rod ball joint from steering knuckle arm. Remove tension rod and tension rod bracket.

2) Disconnect stabilizer bar from crossmember. Using suitable hoist, raise engine slightly to relieve pressure from engine mounts. Remove engine mounting bolts and separate crossmember from engine.

3) Place jack under center of crossmember and raise vehicle until wheels drop to full down position. Remove bolts securing crosssmember to body and nuts securing strut to body. With suitable supports placed under vehicle, remove suspension assembly as a unit.

Installation – To install, reverse the removal procedure and tighten all nuts and bolts.



FRONT SUSPENSION ASSEMBLY

1973 DATSUN 610 (Cont.)

STRUT ASSEMBLY

Removal – Raise and support vehicle and remove wheel. Loosen nut securing brake line to frame and disconnect locking spring plate, then separate brake hose from brake line. Disconnect brake hose from strut assembly. Remove bolts securing brake caliper and remove caliper. Remove bolt connecting strut to steering knuckle arm. Detach knuckle arm from bottom of strut by forcing downward using a suitable bar. Place jack under lower control arm and remove nuts securing strut to body. Lower jack and remove strut assembly.

Disassembly – 1) Using a suitable holding tool (ST27700001) installed in vice, remove snap ring from dust cover. Install suitable spring compressing tool (ST3565S001) and compress spring just far enough to permit turning of strut insulator by hand. Remove self locking nut. Remove thrust bearing components and spring seat. With compressing tool still installed on spring, remove spring and tool as an assembly.

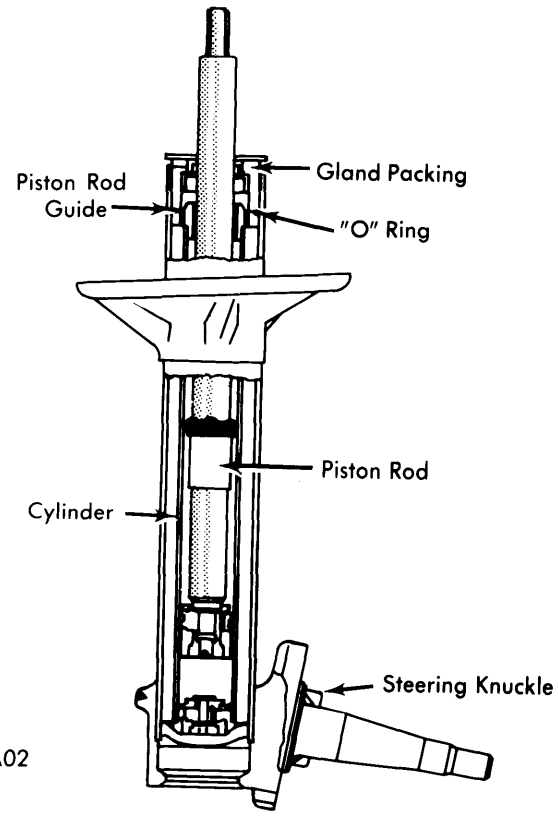
2) Compress piston rod until it bottoms, then (using a suitable tool) remove gland nut and packing. Remove "O" ring from upper portion of piston rod guide. Pull piston rod and cylinder assembly up from strut tube assembly. *CAUTION – Do not remove piston rod and guide from cylinder as it is a single unit.* Drain oil from cylinder and strut outer casing.

Reassembly – 1) Inspect all components for wear or damage. Carefully clean and dry all parts before reassembly. Install a new "O" ring on top of piston rod guide. Using a suitable holding tool (ST27700001) installed in vise, install piston rod and cylinder. Fill strut assembly with specified amount of shock absorber oil (see specifications).

2) Install rod guide on top of piston guide and install gland packing using special tool (ST35530000). Lubricate seal lip with suitable multipurpose grease and tighten gland packing. Tighten gland packing with piston rod extended approximately 4.724" (120 mm) upward in cylinder. This will put piston rod in the best position for bleeding. Actuate shock to bleed out all air. There should be no variation of pressure during either pushing or pulling of piston rod. After bleeding shock absorber, extend piston rod all the way out and install bumper rubber and coil spring.

3) Install dust cover, upper spring seat, mounting bearing and insulator. Lubricate parts and tighten piston rod self-locking nut.

Installation – To install, reverse removal procedure and tighten all nuts and bolts.



STRUT ASSEMBLY

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Strut-to-Knuckle Arm	63 (8.7)
Strut-to-Body	22 (3)
Piston Rod Self Locking Nut	49 (6.8)
Gland Packing	73 (10.1)
Ball Joint-to-Lower Control Arm	16 (2.2)
Ball Joint-to-Knuckle Arm	48 (6.6)
Lower Control Arm-to-Crossmember	69 (9.5)
Stabilizer Bar-to-Lower Control Arm Link	10 (1.4)
Stabilizer Bar-to-Crossmember	12 (1.7)

Shock Absorber Oil Specifications

Application	Quantity
Atsugi	11 ozs. (325 cc) Approx.
Kayaba	11.25 ozs. (332 cc) Approx.