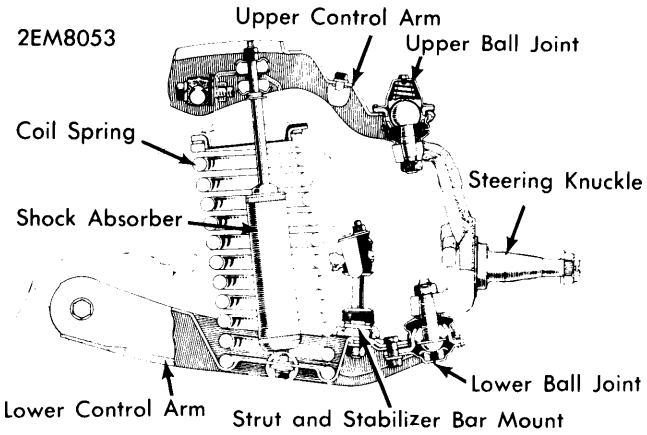
1965-72 TOYOTA CROWN

Crown (1965-72)

DESCRIPTION

Independent front suspension with coil springs. Wheel is supported by steering knuckle mounted between upper and lower control arms by means of ball joints. Upper control arm pivots on shaft connected to upper chassis member. Lower control arm pivots on bolt mounted in bracket connected to crossmember. Coil springs fit in pockets built into chassis member at top and in pockets in lower control arms. Hydraulic shock absorbers mount between lower control arms and upper chassis member, and are inside coil springs. Strut bars are mounted between lower control arm and chassis member. A stabilizer bar is mounted to chassis and connected at ends to lower control arms.



TOYOTA CROWN 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

SHOCK ABSORBERS

Removal – Raise vehicle and place safety stands under body. Remove wheel and tire. Remove double nuts from upper shock absorber stud. Remove two bolts securing bottom of shock absorber to lower control arm.

Installation – To install, reverse removal procedure. Tighten all bolts and nuts to specifications.

BALL JOINTS

Removal – Raise vehicle and place safety stands under body. Remove wheel and tire. Place a jack under lower control arm spring seat and raise until rubber bumper on upper control arm is not touching chassis member. Remove brake flex line. Remove nut from ball joint stud and using a suitable puller (09628-62010), separate steering knuckle from ball joint. Remove bolts securing ball joint to control arm and remove ball joint. *NOTE - This procedure is for both upper and lower ball joints.*

Installation – To install, reverse removal procedure. Tighten all bolts and nuts to specifications. Bleed brake system and check wheel alignment.

STEERING KNUCKLE

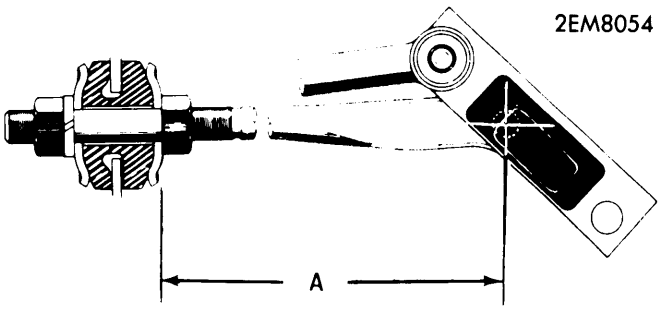
Removal – Raise vehicle and place safety stands under body. Remove wheel and tire. Remove brake components from steering knuckle. *NOTE - See appropriate story in BRAKE SYSTEMS Section for removal.* Place jack under lower control arm and raise. Remove nuts from upper and lower ball joint studs and using a suitable puller (09629-62010), separate steering knuckle from upper and lower ball joints. Remove steering knuckle from vehicle.

Installation – To install, reverse removal procedure. Tighten all bolts and nuts to specifications. Bleed brake system and check wheel alignment.

LOWER CONTROL ARM & COIL SPRING

Removal – Raise vehicle and place safety stands under body. Remove wheel and tire. Remove shock absorber as previously outlined. Disconnect stabilizer bar from mount on lower control arm. Measure distance between end of strut bar and control arm mount (see illustration, dimension"A") and remove strut bar. Remove brake hose from wheel cylinder. Loosen bolt securing lower control arm to frame, one turn. Compress coil spring using a suitable spring compressor (09727-30010), until there is no pressure on lower control arm. Separate lower control arm ball joint from steering knuckle as previously outlined. Release spring compressor and remove coil spring. Remove control arm pivot bolt from control arm and remove arm from vehicle. If bushing is damaged in lower control arm, press out using a suitable mandrel (09710-30020).

Installation – Inspect all components for wear or distortion. Install bushing in control arm by pressing in using a suitable mandrel (09710-30020). Install control arm in vehicle, but do not tighten pivot bolt. Install coil spring in vehicle and compress using a suitable spring compressor (09727-30010). Insert ball joint in steering knuckle and tighten nut to specification. Install new cotter pin. Install strut bar in proper position. *NOTE - If original strut bar and control arm are being used, install strut bar at dimension originally obtained. If new strut bar and control arm are being used, set dimension "A" at 16.14".* Connect brake flex line. Release spring compressor and install shock absorber. Connect stabilizer. Bleed brake system and lower vehicle. With weight of vehicle on front wheels, tighten pivot bolt in control arm to specification. Tighten all bolts and nuts to specifications. Check wheel alignment.



STRUT BAR INSTALLATION DIMENSION

1965-72 TOYOTA CROWN (Cont.)

UPPER CONTROL ARM

Removal – Raise vehicle and place safety stands under vehicle. Remove wheel and tire. Place a jack under lower control arm and raise. Remove nut from upper ball joint stud and using a suitable puller, separate ball joint from control arm. Remove bolts securing upper control arm to chassis member. *NOTE – Note number and size of shims between control arm pivot shaft and chassis member.* Remove control arm from vehicle. Remove bolts from ends of pivot shaft. Two types of bushings are used, if bushings are screw in type, remove using a suitable wrench. If bushings are press in type, press out using a suitable mandrel (09710-30020).

Installation – Inspect control arm and components for wear or distortion. Press bushings into control arm using a suitable mandrel (09710-30020). If bushings are screw in type, install and tighten to specification. Place control arm in proper position in vehicle. Install bolts but do not tighten fully. Place ball joint in steering knuckle, tighten nut to specification and install new cotter pin. Install shims in proper position and tighten pivot shaft bolts to specifications. Tighten all bolts and nuts to specifications. Install wheel and tire and lower vehicle. With weight of vehicle on front wheels, tighten pivot shaft end bolts. Check wheel alignment.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Ball Joint-to-Upper Arm	14 (1.9)
Ball Joint-to-Lower Arm	28 (3.9)
Ball Joint Stud Nut	80 (11)
Upper Arm-to-Frame	58 (8)
Lower Arm-to-Frame	86 (12)
Strut Bar-to-Lower Arm	58 (8)
Strut Bar-to-Frame	86 (12)
Upper Arm Pivot Shaft End Bolts	80 (11)
Upper Arm Screw In Bushings	174 (24)