

Front Suspension

DATSUN B210

B210

DESCRIPTION

Strut type suspension consisting of a vertically mounted strut assembly, lower control arm, stabilizer bar and compression rod. Strut assembly is mounted at top to chassis frame by a thrust bearing and at bottom to lower control arm by a ball joint. Strut assembly consists of a shock absorber built into outer strut tube, a coil spring mounted on outside of strut tube, and a wheel spindle integral with bottom of strut tube. Compression rod is mounted between lower control arm and chassis. Stabilizer bar is mounted to front chassis member and is connected at end of lower control arm.

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

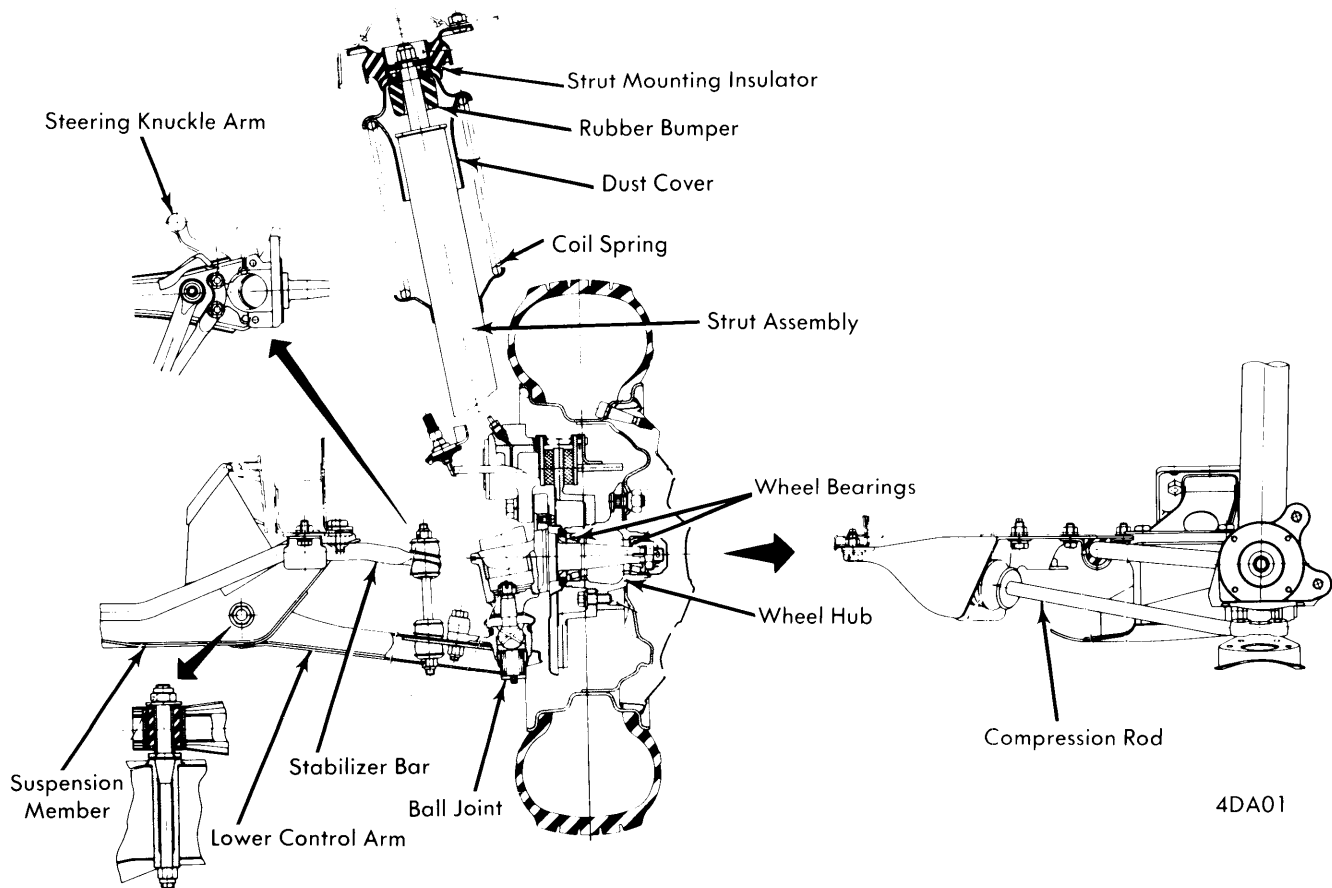
See *Ball Joint Checking* in *WHEEL ALIGNMENT* Section.

REMOVAL & INSTALLATION

FRONT AXLE & SUSPENSION ASSEMBLY

Removal — Complete front axle and suspension assembly can be removed as one unit. Raise vehicle and support with safety stands. Remove wheel and tire and splash board. Disconnect brake line and remove locking spring to separate brake line from strut assembly. Disconnect stabilizer bar brackets from body. Remove cotter pins and nuts and separate steering rods from steering knuckle arms on both sides. Remove compression rod nuts and remove compression rod from vehicle on both sides. Support engine and remove bolts holding engine to crossmember. Place a jack under center of suspension crossmember and remove bolts retaining crossmember to chassis. Remove self-locking nuts at upper strut mount on both sides and lower jack to remove suspension assembly.

Installation — Front suspension components can now be removed for servicing, components can also be removed individually for servicing. Inspect all rubber bushings and grommets before installing suspension assembly. Installation is a reversal of removal procedure noting the following procedures. Tighten lower control arm mounting bolts and stabilizer bar brackets to specifications while weight of vehicle is on front wheels. Install stabilizer bar so white paint identification mark is on left side of vehicle. Compression rods are marked right hand and left hand, make sure they are installed in appropriate side. Tighten all bolts and nuts to specifications.



DATSUN B210 FRONT SUSPENSION

DATSUN B210 (Cont.)

STRUT ASSEMBLY

Removal — Raise vehicle and support with safety stands; remove tire and wheel. Disconnect brake line flare nut and plug openings. Remove caliper mounting bolts and lift complete assembly from vehicle. Remove bolts connecting strut to steering knuckle arm. Using suitable pry bar, force steering knuckle arm from strut. Place a jack under strut. Working from under hood, remove nuts holding top portion of strut to body. While guiding strut assembly with hand, slowly lower jack and remove entire strut assembly from vehicle.

Disassembly — Using suitable holding tool (ST27700002) mount strut assembly in vise. Compress coil spring enough to turn mounting insulator by hand. Remove insulator, strut bearing, oil seal, upper spring seat, dust cover, and rubber bumper. With coil spring still compressed, remove from strut tube. Depress piston rod to bottom of stroke and remove packing gland using suitable wrench (ST35500001). Remove "O" ring from top of piston rod guide. Pull piston rod and cylinder assembly upward to remove from strut tube. *NOTE* — Do not remove piston rod and guide from cylinder assembly, it is an assembly and must be serviced as an assembly. Drain oil from cylinder and from strut tube.

Reassembly — Inspect all components for wear or damage. Clean all parts thoroughly before reassembly. Mount strut tube in vise using same holding tool. Install piston rod and cylinder into place in outer casing. Pour 19.8 cu. in. (325 cc) of Nissan Genuine Strut Oil A-2 into outer casing. Install "O" ring on top of piston rod guide. Using suitable guide (ST35530000) install packing gland over piston rod. Tighten packing gland to specification. *NOTE* — When tightening packing gland nut it is important that piston rod be extended approximately 4.72" (120 mm) from end of outer casing. To correctly bleed strut assembly, stand strut vertically with spindle end down and pull piston rod up to end of stroke. Turn strut assembly until spindle end is up and depress piston rod to end of stroke. Do the operation several times until there is no variation of pressure between pulling or depressing of piston rod. Install rubber bumper. Place compressed coil spring over strut assembly and install dust cover, upper spring seat, oil seal, thrust bearing, and mounting insulator. Install piston self-locking nut and tighten. Release coil spring compressor and fit rubber bumper to bottom of spring seat.

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

LOWER CONTROL ARM & BALL JOINT

Removal — Raise vehicle and support with safety stands; remove tire and wheel. Disconnect tie rod at ball socket. Remove steering knuckle arm bolts and separate arm from bottom of strut. Separate compression rod and stabilizer bar from lower control arm. Remove bolt connecting lower control arm complete with ball joint and knuckle arm. After placing lower control arm in vise loosen control arm ball joint bolts and remove ball joint. Place steering knuckle arm in vise and remove cotter pin and nut; remove knuckle from control arm. Using suitable tool (ST36720000) extract bushings from lower control arm.

Installation — Using suitable bushing replacement tool set (ST36700000) press bushing into control arm. To install lower control arm, reverse removal procedure. Do not tighten nuts and bolts to final torque until weight of vehicle is on front wheels.

COMPRESSION RODS

Removal — Raise vehicle and support with safety stands; remove tire and wheel. Remove splash board, back off nuts securing compression rod to mounting bracket. Remove bolts attaching compression rod to lower control arm. Rod can now be maneuvered from vehicle.

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

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Gland Packing	51-94 (7-13)
Piston Rod Self Locking Nut	43-54 (6.0-7.5)
Strut-to-Body Nuts	18-25 (2.5-3.5)
Steering Knuckle Arm-to-Strut	53-72 (7.3-9.9)
Brake Caliper-to-Knuckle Spindle	53-72 (7.3-9.9)
Stabilizer Bar Bracket Bolts	12-15 (1.6-2.1)
Compression Rod Bracket Bolts	23-31 (3.2-4.3)
Compression Rod Nut	35-46 (4.9-6.3)
Compression Rod-to-Lower Control Arm...	16-22 (2.2-3.0)
Ball Joint Socket Bolt	14-18 (1.9-2.5)
Ball Joint Castle Nut	40-55 (5.5-7.6)
Lower Control Arm-to-Member	65-72 (9.0-10.0)