

Front Suspension

MAZDA B1600 & ROTARY PICKUP

**B1600 Pickup
Rotary Pickup**

REMOVAL & INSTALLATION

DESCRIPTION

Independent type suspension, consisting of upper and lower control arms and wheel spindle mounted between upper and lower arms by means of ball joints. Upper control arm pivots on a shaft attached to frame, lower control arm pivots on a shaft mounted to crossmember. A coil spring is mounted between lower control arm and frame. Shock absorber is hydraulic double action type, mounted between lower control arm and frame inside coil spring.

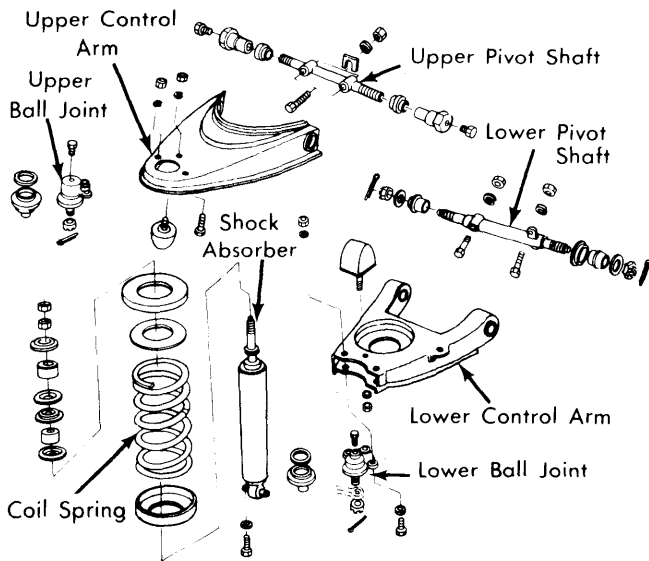


Fig. 1 Exploded View of Front Suspension Components

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.

SHOCK ABSORBERS

Removal — Remove nut, rubber bushing and washer attaching upper end of shock absorber to crossmember. Remove lower retaining bolts holding shock absorber to lower control arm, and remove shock absorber from vehicle.

Installation — Reverse removal procedure and tighten mounting bolts.

UPPER BALL JOINT & CONTROL ARM

Removal — Raise vehicle and suitably support with safety stands located under lower control arms. Remove tire and wheel. Disconnect and remove front shock absorber as previously described. Remove cotter pin and nut mounting upper ball joint to steering knuckle. Using suitable puller (49 0727 575) disengage ball joint from knuckle. Note position and number of wheel alignment shims. Remove three retaining nuts and bolts and remove ball joint from control arm. To remove control arm, open hood and remove two upper arm retaining bolts and pull control arm from vehicle.

Installation — Position ball joint in upper control arm and tighten bolts. Install control arm in vehicle and tighten. Install steering knuckle on ball joint, tighten nut, and remove safety stands; lower vehicle. Check wheel alignment.

LOWER CONTROL ARM, BALL JOINT & COIL SPRING

Removal — Raise vehicle and place safety stands under frame behind both lower control arms. Remove wheel and tire. Disconnect stabilizer bar from lower control arm. Fit suitable spring compressor (49 0223 640A) to coil and collapse spring. Remove lower ball joint nut and disconnect ball stud from steering knuckle using suitable puller (49 0727 575). Remove bolts attaching lower arm to crossmember and slide arm and coil spring assembly from vehicle.

Installation — To install, reverse removal procedure noting the following: Ensure ball joint is greased. Install stabilizer bar with white stripe aligned with outside of support bracket.

TIGHTENING SPECIFICATIONS

| Application | Ft. Lbs. (mkg) |
|--|----------------|
| Ball Joint-to-Steering Knuckle | 58 (8.0) |
| Pivot Shaft-to-Frame | |
| Upper | 69 (9.5) |
| Lower | 62 (8.6) |
| Lower Control Arm-to-Pivot Shaft | 62 (8.6) |
| Ball Joint-to-Control Arm | 65(9.0) |
| Shock Absorber | |
| Upper Mount | ① |
| Lower Mount | 15(2.1) |

① — Distance from top of lock nut to top of shock absorber stud should be .14" (3.5 mm) on B1600 models and .25" (6.5 mm) on Rotary Pickup models.