

## TOYOTA CORONA MARK II

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### 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 suspension crossmember. Lower control arm pivots on bolt mounted in bracket integral with suspension crossmember. Coil springs mount in pockets built into suspension crossmember at top and in pockets built into lower control arms at bottom. Hydraulic shock absorbers mount between suspension crossmember and lower control arms and are inside coil spring. Strut bars are mounted between lower control arms and brackets connected to suspension crossmember. A stabilizer bar is mounted to suspension crossmember and connected at ends to lower control arms.

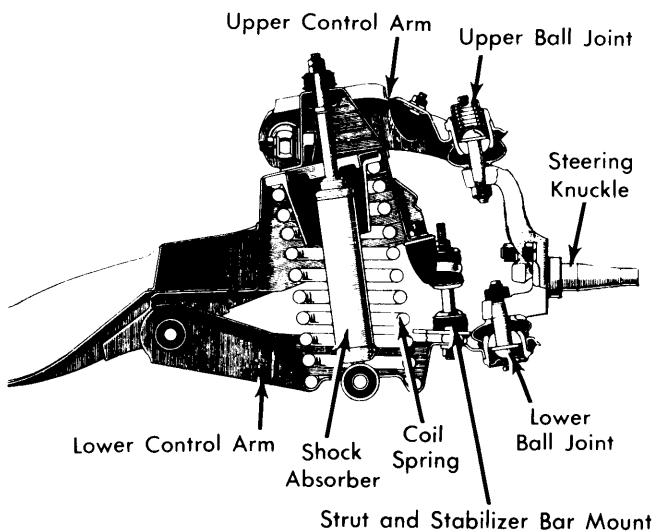


Fig. 1 Sectional View of Front Suspension Assembly

### 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 shock absorber upper stem. Remove two bolts securing shock absorber lower mount to lower control arm and remove shock absorber from vehicle.

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

#### STEERING KNUCKLE AND BALL JOINT

**Removal** – 1) Raise vehicle and place jack stands under body; leave jack in place under lower control arm. Remove tire and wheel. Remove brake system components from steering knuckle. **NOTE** – See *BRAKE SYSTEMS* Section for removal procedure.

2) Remove nuts from upper and lower ball joint studs. Using a puller, separate ball joints from steering knuckle and remove steering knuckle from vehicle. Remove bolts securing ball joints to upper and lower control arms and remove ball joints.

**Installation** – Reverse removal procedure for installation. Make sure escape hole on ball joint dust cover is toward rear of vehicle. Tighten all bolts and nuts to specifications. Thoroughly grease front suspension components and check wheel alignment.

#### UPPER CONTROL ARM

**Removal** – 1) Raise vehicle and place jack stands under body. Remove wheel and tire. Disconnect upper ball joint from steering knuckle. Remove pivot shaft bolts and remove control arm.

2) Using a suitable mandrel (09710-22020 No.9), remove both bushings from control arm. **NOTE** – Some models are equipped with screw-in bushings and can be removed by screwing out with suitable wrench.

**Installation** – Reverse removal procedure for installation. Tighten pivot shaft bolt end nuts with weight of vehicle on front wheels. Check wheel alignment.

#### LOWER CONTROL ARM, STRUT BAR & COIL SPRING

**Removal** – 1) Raise vehicle and place safety stands under body. Remove tire and wheel. Measure dimension "A" on strut bar as shown in illustration for reference during reinstallation.

2) Disconnect stabilizer bar and strut bar from control arm. Remove shock absorber as previously outlined. Collapse coil spring using a spring compressor until there is no spring pressure on lower control arm. Separate lower ball joint from steering knuckle as previously outlined.

3) Push down on control arm, release coil spring compressor and remove coil spring. Remove pivot bolt securing control arm to suspension crossmember and remove control arm from vehicle. Remove ball joint from control arm as previously outlined. Using a suitable mandrel, press bushing out of control arm toward rear.

# Front Suspension

## TOYOTA CORONA MARK II (Cont.)

**Installation** — 1) Press bushing into control arm from front to rear. Reverse removal procedure for installation of control arm. If same strut bar is being installed, make sure it is fitted to same dimensions as when removed.

2) If a new strut bar or control arm is being installed, dimension "A" should be 14.2" (360 mm) as indicated in illustration. When tightening pivot bolt and strut bar, ensure weight of vehicle is on front wheels. Check wheel alignment.

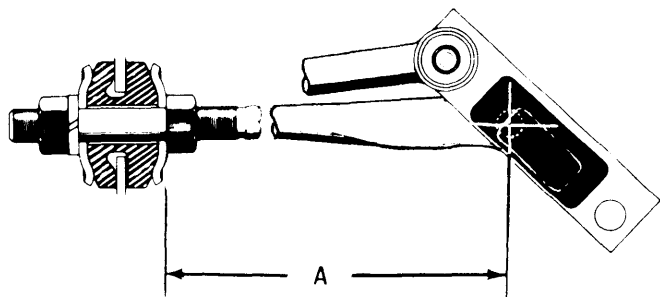


Fig. 2 View Showing Strut Bar Installation Dimension

### SUSPENSION CROSSMEMBER

**Removal** — Remove bolts securing engine motor mounts to suspension crossmember. Remove pitman arm and idler arm

support. *NOTE* — See appropriate story in *STEERING* Section for removal. Disconnect brake flex lines from brake lines and brackets. Support engine and place jack under crossmember. Remove bolts securing crossmember to body and slowly lower jack to remove crossmember.

**Installation** — Reverse removal procedure for installation. Tighten all bolts and nuts to specifications. Bleed brake system. Check wheel alignment.

TIGHTENING SPECIFICATIONS	
Application	Ft. Lbs. (mkg)
Ball Joint Stud Nut	
Upper .....	46 (6.4)
Lower .....	58 (8.0)
Ball Joint-to-Control Arm	
Upper .....	18 (2.5)
Lower .....	35 (4.8)
Pivot Shaft-to-Crossmember	
Upper .....	58 (8.0)
Lower .....	76 (10.5)
Strut Bar Front Mount .....	49 (6.8)
Strut Bar Rear Mount .....	58 (8.0)
Crossmember-to-Body .....	58 (8.0)
Upper Arm Pivot Shaft Nuts .....	47 (6.5)