DATSUN B210, 200SX & 810

B210
200SX
810

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

STRUT ASSEMBLY

NOTE – *On 810 models, strut rod mounts on underside of lower control arm.*

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, using suitable tool, enough to turn mounting insulator by hand. Remove self-locking nut. 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 a unit.* Drain oil from cylinder and from strut tube.

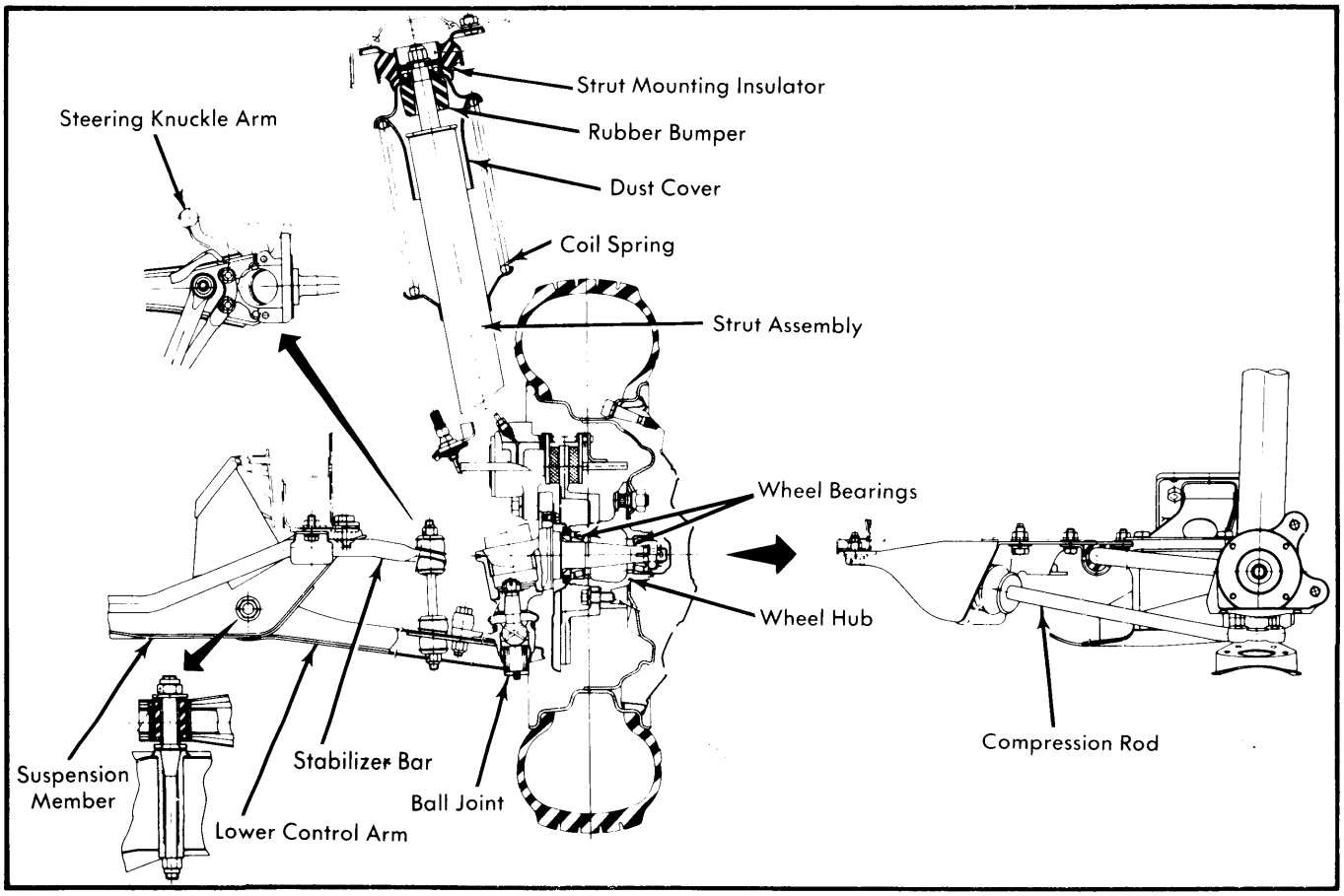

Fig. 1 Assembled View of B210 Front Suspension. Note That Some Items are Shown in Detail. 200SX and 810 Models are Similar

DATSUN B210, 200SX & 810 (Cont.)

Reassembly – 1) Inspect all components for wear or damage. Clean all parts thoroughly before reassembly. Mount strut tube in vise using suitable holding tool. Install piston rod and cylinder into place in outer casing. Pour correct amount of suitable shock absorber oil (Nissan Genuine Strut Oil) into outer casing.

Shock Absorber Oil Specifications

Application	Amount of Oil In Ounces
B210	11
200SX	
Ampco Type	10.4
Tokico Type	10.8
810	10.4

2) Install "O" ring on top of piston guide. Using suitable guide (ST35530000) install packing gland over piston rod. Tighten packing gland.

NOTE – *When tightening packing gland nut it is important that piston rod be extended approximately 4.72" (120 mm) from end of outer casing.*

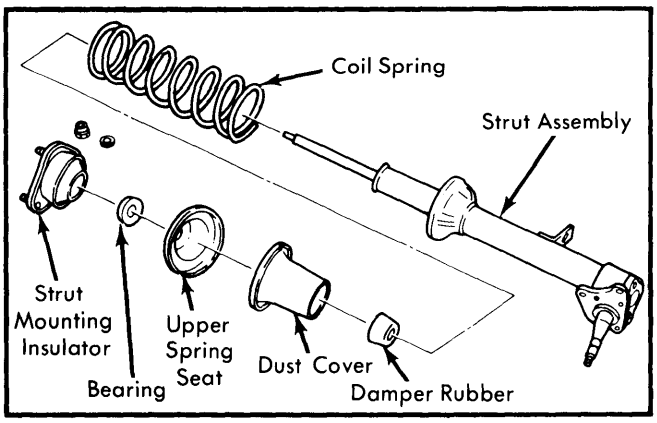

Fig. 2 Exploded View of B210 Strut Assembly All Models are Similar

3) 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 operation several times until there is no variation of pressure between pushing and pulling of piston rod.

4) Install rubber bumper. Place compressed coil spring over strut assembly and install:

- Dust cover.
- Upper spring seat.
- Oil seal.
- Thrust bearing
- Mounting insulator.

5) Install piston self-locking nut and tighten. Release coil spring compressor tool 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.

NOTE – *On 810 models, steering gear arm must be separated from sector shaft and steering linkage lowered to remove lower control arm from driver's side. On passenger side, idler arm assembly must be separated from frame and linkage lowered.*

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)
Stabilizer Bar Bracket Bolts	
B210 & 200SX	12-15 (1.6-2.1)
810	20-27 (2.7-3.7)
Compression Rod-to-Lower Control Arm	
B210 & 200SX	35-46 (4.9-6.3)
810	33-40 (4.5-5.5)
Compression Rod Nut	33-40 (4.5-5.5)
Lower Control Arm-to-Crossmember	
B210 & 200SX	65-72 (9.0-10.0)
810	58-80 (8.0-11.0)
Ball Joint-to-Lower Control Arm	
B210 & 200SX	35-46 (4.9-6.3)
810	33-40 (4.5-5.5)
Tie Rod Ball Joint	40-55 (5.5-7.6)