

## DATSUN F10

F10

### DESCRIPTION

All models use a strut type front suspension system. Shock absorbers are built into each strut. Upper end of strut is mounted to inner fender panel. Lower end is connected by a ball joint to lower control arm. Control arm mounts at two points on subframe. Steering knuckle is removable from strut. Knuckle bolts to strut with four bolts and has a hole for axle drive shafts to pass through.

### ADJUSTMENTS

#### WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications and Procedures* in *WHEEL ALIGNMENT* Section.

#### WHEEL BEARING ADJUSTMENT

See *Wheel Bearing Adjustment* in *WHEEL ALIGNMENT* Section.

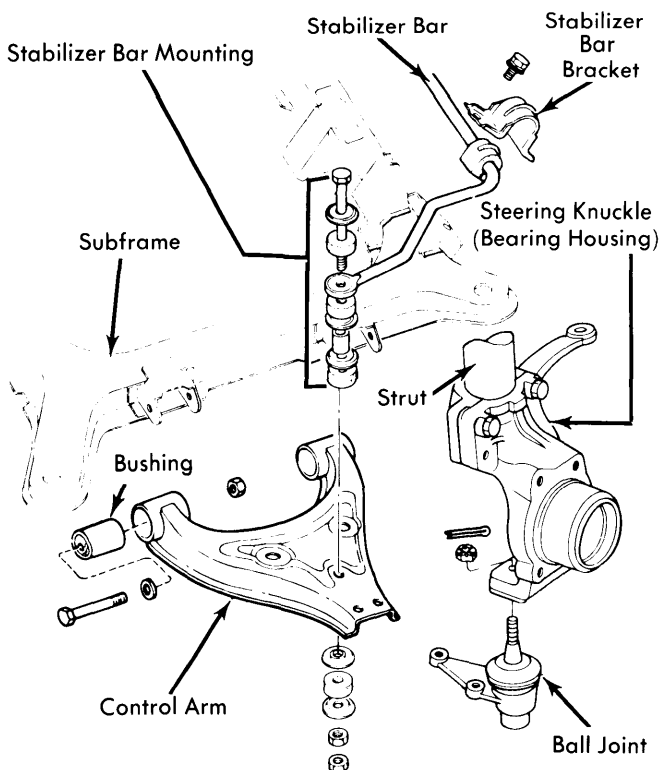
#### BALL JOINT CHECKING

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

### REMOVAL & INSTALLATION

#### CONTROL ARM

**Removal** — Raise and support vehicle with safety stands. Remove tire and wheel. Remove bolts securing lower control arm to ball joint. Take off nut mounting stabilizer bar to control arm. Disconnect control arm from subframe by removing two mounting bolts.



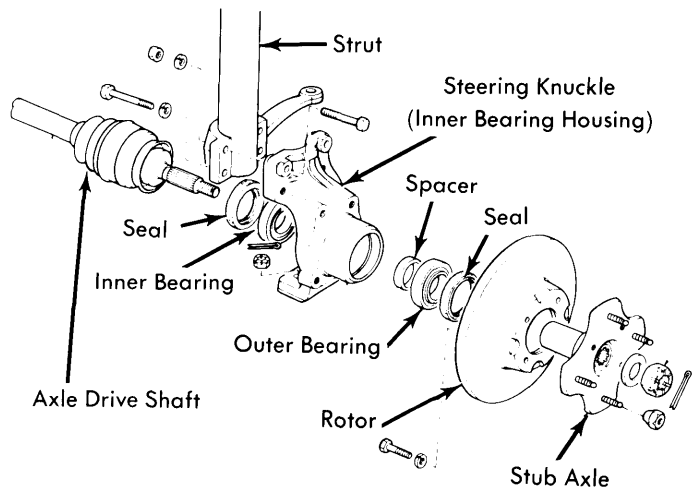
**Fig. 1 Exploded View of Control Arm and Stabilizer Bar**

**Inspection** — Inspect arm for distortion. Replace control arm bushings using a press. Make sure new bushings extend evenly on both sides of hole.

**Installation** — To install, reverse removal procedure and note: Control arm bolts must be tightened with weight of vehicle on ground.

#### STEERING KNUCKLE (INNER BEARING HOUSING)

**Removal** — Raise vehicle and place on safety stands. Remove tire and wheel. Remove caliper and suspend out of way. Remove stub axle. Remove rotor. Disconnect ball joint and support control arm. Remove four bolts securing steering knuckle (inner bearing housing) to strut.



**Fig. 2 Exploded View of Steering Knuckle and Strut**

**Installation** — To install, reverse removal procedure and note: Adjust wheel bearings.

#### BALL JOINT

**Removal** — Raise vehicle and support on safety stands. Remove tire and wheel. Remove ball joint stud nut. Use ball joint driver and hammer to remove ball joint. **NOTE** — Avoid damage to ball joint dust cover. Remove bolts securing ball joint to lower control arm.

**Installation** — To install ball joint, reverse removal procedure and make sure new cotter pin is installed. Replace ball joint dust cover if cracked.

#### STABILIZER BAR

**Removal** — Raise and support vehicle with safety stands. Remove nuts mounting stabilizer bar to control arm. Disconnect and remove brackets mounting stabilizer bar to subframe.

**Installation** — To install, reverse removal procedure and replace any bushing that is worn or cracked.

# Front Suspension

## DATSUN F10 (Cont.)

### STRUT ASSEMBLY

**Removal** – 1) Raise vehicle and suitably support with safety stands. Remove tire and wheel. Working from inside engine compartment, remove cap. Partially loosen lock nut mounting piston rod. Disconnect brake line and plug opening. Detach tie rod from steering knuckle.

2) Place safety stand under control arm for support. Remove four bolts mounting strut to steering knuckle. Remove three nuts keeping upper portion of strut to inner fender panel. Maneuver strut and coil spring assembly from vehicle.

**Disassembly** – 1) Place strut in a vise and slightly compress coil spring. Remove piston rod nut and take off all upper mounting hardware. See Fig. 2.

2) Remove packing gland. Remove "O" ring, then remove piston rod assembly and guide bushing. Drain oil from inner shock absorber cylinder, then pull out cylinder.

**Inspection** – Inspect all components for damage or excessive wear. Always replace packing gland and "O" ring.

**Reassembly** – Install cylinder and piston rod in strut. Add 7 ounces (210 cc) of shock absorber oil for AMPCO struts or 7 1/3 ounces (220 cc) of oil for K.Y.B. struts. Fit guide bushing in cylinder. Slide "O" ring over guide bushing. Install new packing gland. **NOTE** – Lubricate sealing lip with multi-purpose grease. Torque packing gland. Pump piston rod several times and bleed air from cylinder. Refit coil spring. **NOTE** – Only torque piston rod nut after strut has been reinstalled.

**Installation** – To install strut assembly, reverse removal procedure and note following: Make sure all contact surfaces are clean and dirt free.

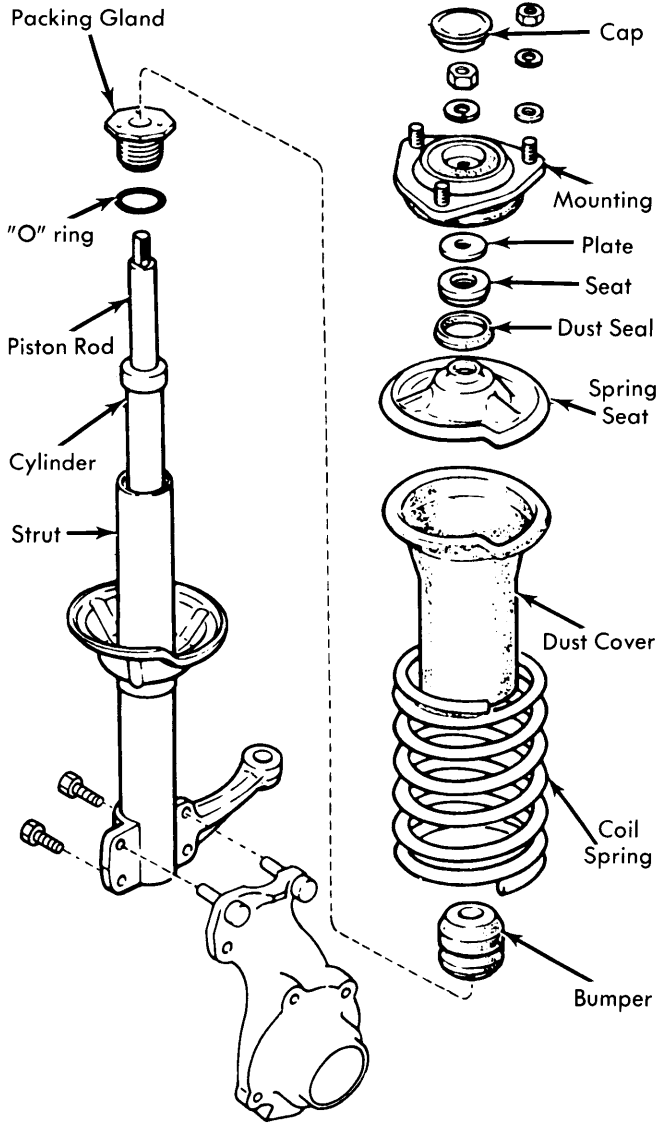


Fig. 3 Exploded View of F10 Strut Assembly

### TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Packing Gland.....	58-80 (8.0-11.0)
Piston Rod Nut.....	46-53 (6.3-7.3)
Strut-to-Steering Knuckle.....	24-33 (3.3-4.5)
Ball Joint Stud Nut.....	22-29 (3.0-4.0)
Ball Joint-to-Control Arm.....	40-47 (5.5-6.5)
Caliper Mounting Bolt.....	40-47 (5.5-6.5)
Control Arm Mounting Nut.....	42-51 (5.8-7.0)
Stabilizer Bar.....	6-9 (.8-1.2)