DATSUN 280ZX & 810

280ZX
810
Except Wagon

DESCRIPTION

Rear suspension is of the semi-trailing arm, independent type. The rear wheel is supported by a spring and shock absorber strut assembly and the semi-trailing arm. The upper end of the strut is attached directly to the upper body. The lower end of the strut is attached to the end of the semi-trailing arm. The differential gear carrier is installed directly to the suspension subframe and a differential mounting bracket and insulator. The semi-trailing arm is installed on the subframe with rubber bushings and pivot bolts. The rear wheel bearing housing and lower strut mount bracket are welded to the end of the semi-trailing arm. 280ZX models have an additional rear stabilizer bar attached for added suspension control.

REMOVAL & INSTALLATION

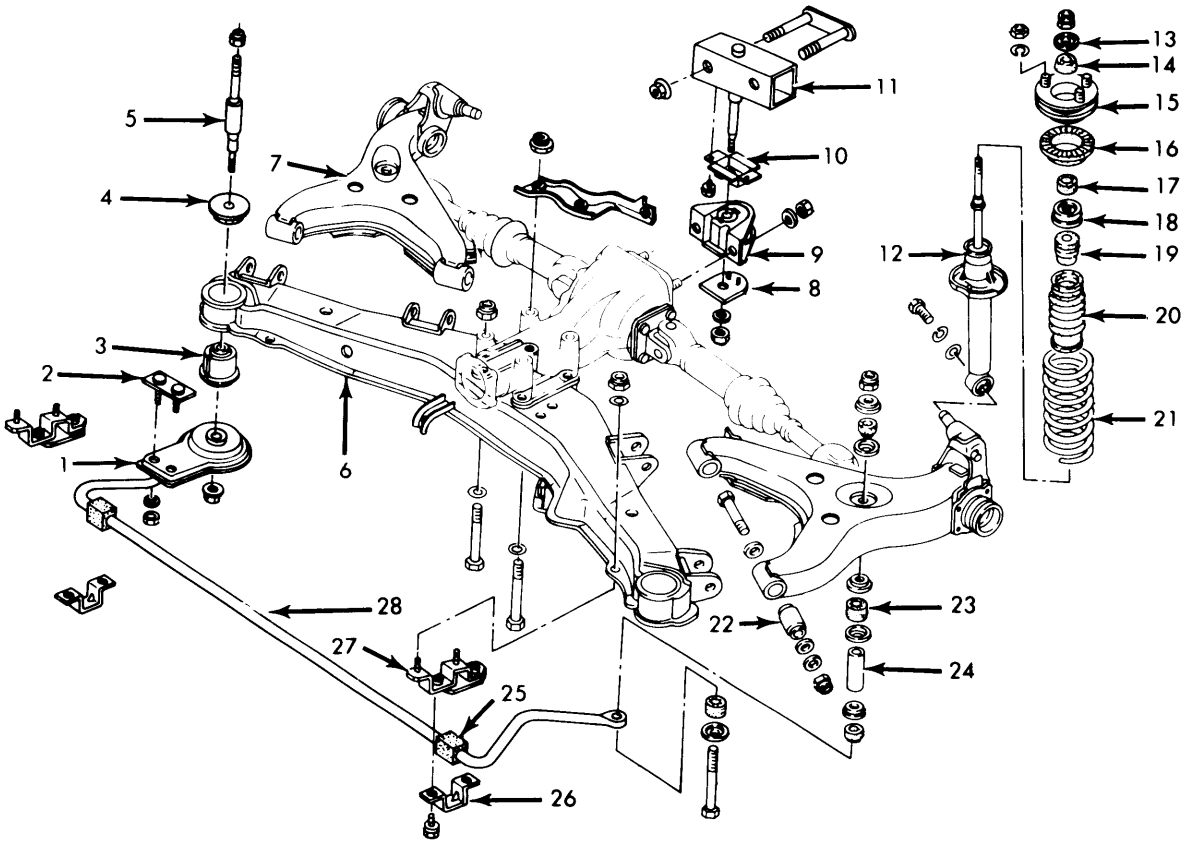
STRUT & COIL SPRING

Removal – 1) Block front wheels. Raise rear of vehicle and support with stands.

2) Support semi-trailing arm with jack. Open trunk lid, remove cover and 3 nuts securing strut assembly to body. Lower jack gradually.

3) Disconnect strut by removing bolt at semi-trailing arm. Remove strut vehicle.

Disassembly – For coil spring removal, use a spring compressor (ST35651001 or equivalent). Compress spring until mounting insulator can be turned by hand. Remove self-locking



1. Subframe Mounting Stay
2. Subframe Mounting Bolt
3. Subframe Mounting Insulator
4. Subframe Mounting Washer
5. Suspension Mounting Bolt
6. Subframe
7. Semi-Trailing Arm
8. Differential Mounting Plate
9. Differential Mounting Insulator
10. Differential Mounting Adapter Plate
11. Differential Mounting Bracket
12. Strut Assembly
13. Cupped Washer
14. Strut Mounting Bushing "A"
15. Strut Mounting Insulator
16. Spring Seat Cushion
17. Strut Mounting Bushing "B"
18. Bumper Cover
19. Rubber Bumper
20. Dust Cover
21. Coil Spring
22. Semi-Trailing Arm Bushing
23. Stabilizer Bushing
24. Stabilizer Collar
25. Stabilizer Mounting Bushing
26. Stabilizer Mounting Clip
27. Stabilizer Mounting Bracket
28. Stabilizer Bar

Fig. 1 Exploded View of Datsun 280ZX & 810 Rear Suspension Assembly

DATSUN 280ZX & 810 (Cont.)

nut on strut shaft. Release spring compressor and remove coil spring.

Reassembly – Reverse disassembly procedure using a new self-locking nut on strut shaft.

Installation – Install strut assembly to upper body first, then connect lower end of strut to semi-trailing arm and tighten bolt to specifications.

SEMI-TRAILING ARM

Removal – 1) Block front wheels, raise rear of vehicle and remove rear wheels. Disconnect brake line from hose at semi-trailing arm and brake assembly. Remove brake line. Disconnect axle shaft from stub shaft by removing the 4 flange bolts.

2) On 280ZX, remove stabilizer bar bolt and related hardware. On all models, disconnect strut from semi-trailing arm. Disconnect semi-trailing arm from subframe by removing pivot bolts. Remove semi-trailing arm from vehicle.

Installation – Reverse removal procedure, noting the following: Replace all selt-locking nuts. Tighten semi-trailing arm-to-subframe bolts to specifications only after installing wheels and lowering vehicle to ground. Bleed and adjust brakes.

REAR SUSPENSION ASSEMBLY

Removal – 1) Block front wheels. Raise and support rear of vehicle and remove rear wheels. Remove rear exhaust pipe and muffler. Mark flange of driveshaft and companion flange, then remove driveshaft.

2) Disconnect and plug rear brake hoses at semi-trailing arms. Place a jack under center of suspension and differential assembly. Disconnect hand brake cables and lower strut ends.

3) Remove subframe nuts at body. Remove differential mount lock nut. Lower rear suspension assembly and remove from under vehicle.

Disassembly – 1) Disconnect axle shafts from differential and stub shafts. Remove differential assembly from subframe. Remove pivot bolts and semi-trailing arms.

2) Insulator bushings can be removed with removal/installation tool (ST38280000 or equivalent).

Reassembly & Installation – Assemble and install in reverse order of disassembly and removal, while noting the following: Final tightening of semi-trailing arm pivot lock nuts should be done after vehicle has been lowered to the ground.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Driveshaft-to-Companion Flange	25-33 (3.5-4.5)
Strut Lower Mount Bolts	43-58 (6-8)
Subframe-to-Body Nuts	58-72 (8-10)
Differential Mount Lock Nut	58-72 (8-10)
Semi-Trailing Arm Pivot Nuts	58-72 (8-10)