

DATSUN PICKUP

DESCRIPTION

Front suspension is an independent type with upper and lower control arms which are connected by ball joints. This suspension also incorporates a torsion bar which connects to lower control arm inner end and to frame bracket, a strut rod which connects to lower control arm outer end and a stabilizer bar. A double-acting shock absorber is also used. See Fig. 1.

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 ABSORBER

Removal — Turn steering wheel to either side to provide access to shock absorber. Disconnect upper and lower fixing nuts. Remove shock absorber, noting positions of mounting hardware.

Installation — To install, reverse removal procedure and tighten nuts and bolts to specifications.

TORSION BAR

Removal — 1) Raise and support vehicle. Remove torsion bar anchor bolt. On 2-WD models, remove dust cover and detach snap ring from anchor arm.

2) On all models, pull anchor arm rearward. Withdraw torsion bar rearward. Remove torsion bar torque arm.

Installation — 1) Install torque arm to lower control arm. On 2-WD, set snap ring and dust cover to torsion bar. On all models, coat serrations on torsion bar with grease and install torsion bar to torque arm.

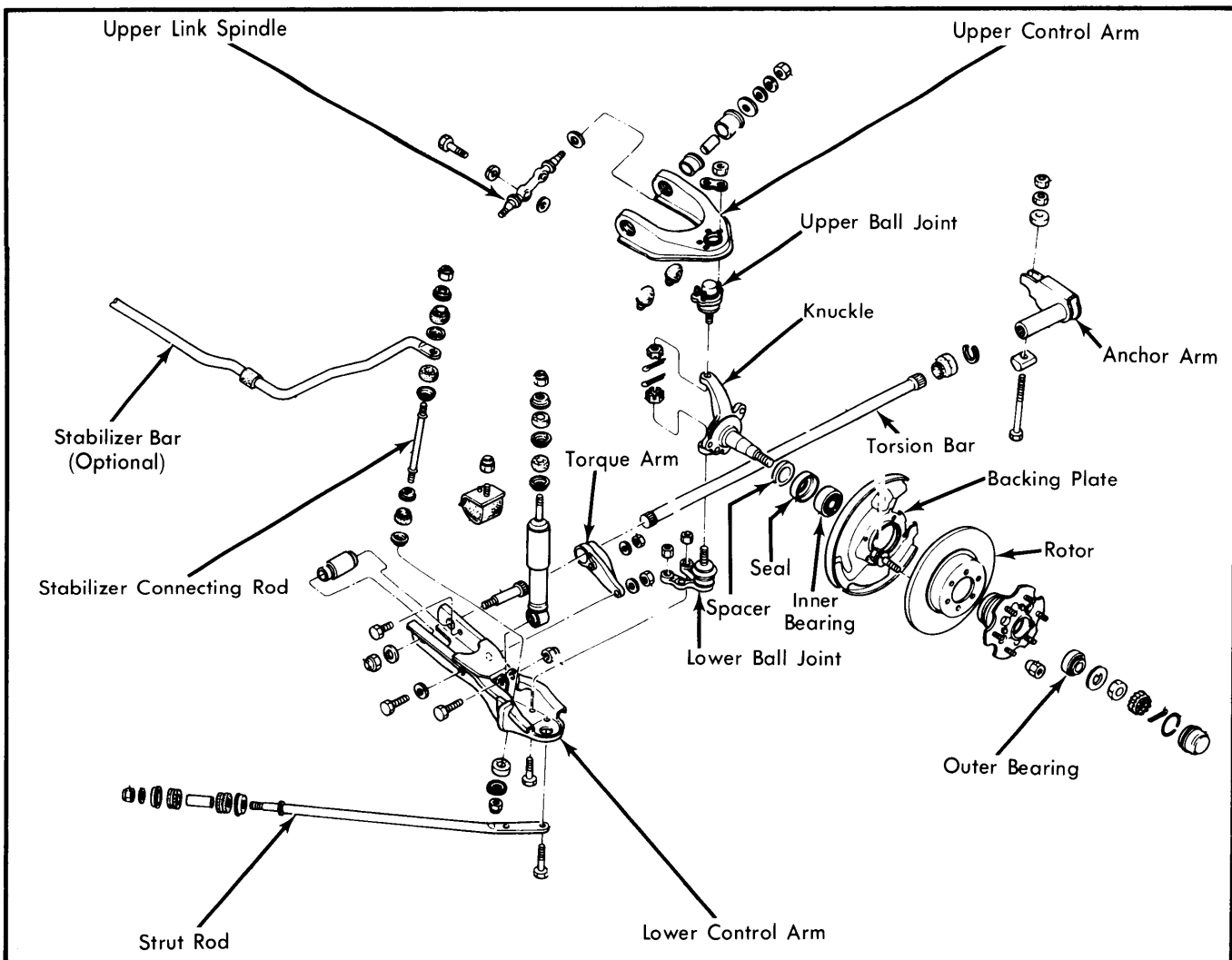


Fig. 1 Exploded View of Datsun Pickup Front Suspension (2-WD Shown, 4-WD Similar)

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NOTE — Torsion bars are identified for left and right installations with an "R" and "L" on end of bar.

- 2) Install anchor arm to serrations on torsion bar. Install anchor arm adjusting bolt to anchor arm. On 2-WD, install snap ring and dust cover to anchor arm. On all models, tighten anchor arm adjusting bolt to obtain specified dimension "A" when bar is in contact with rubber bumper. See Fig. 2.
- 3) Temporarily adjust anchor arm adjusting bolt to obtain dimensions "B" and install lock nut. See Fig. 2. On 2-WD, install snap ring and dust cover to anchor arm.
- 4) On all models, lower vehicle and turn anchor arm adjusting nut to obtain specified "H" dimension with vehicle unladen. See Fig. 3.

| Dimensions for Setting Torsion Bar | |
|------------------------------------|---------------------|
| Application | In. (mm) |
| Dimension "A" | .28-.67 (7-17) |
| Dimension "B" | 2.36-2.76 (60-70) |
| Dimension "H" | |
| 2-WD | 4.88-5.08 (124-129) |
| 4-WD | 5.28-5.47 (134-139) |

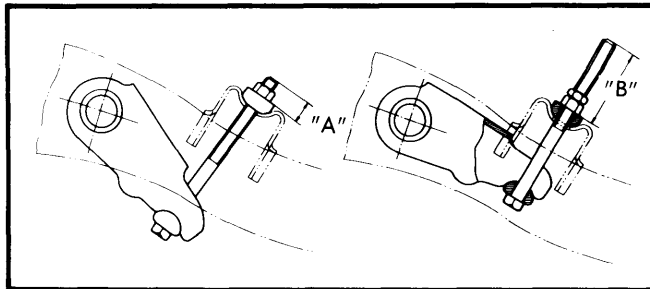


Fig. 2 View Showing Measuring Points for Installation of Anchor Pin

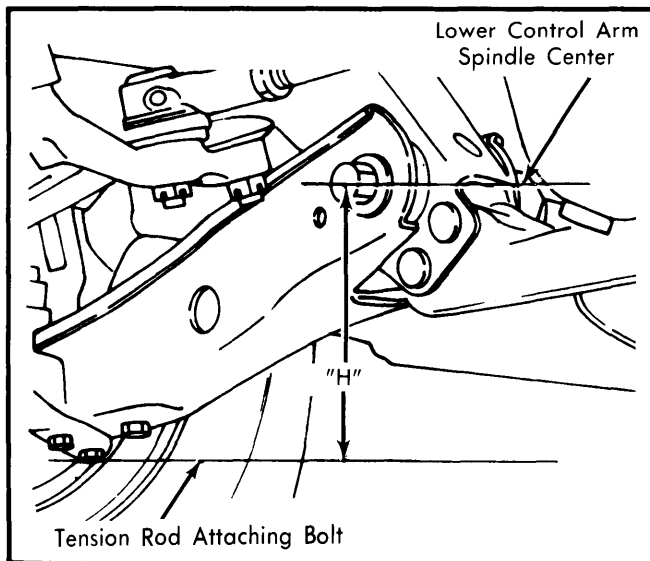


Fig. 3 View Showing Dimension "H" (Unladen Vehicle)

UPPER CONTROL ARM & BALL JOINT

Removal — 1) Raise and support front of vehicle and remove wheel and tire. Jack up lower control arm.

- 2) Remove cotter pin and nut from upper ball joint and separate ball joint from steering knuckle with suitable tool.
- 3) Loosen bolts holding upper ball joint to upper control arm and remove ball joint.
- 4) Remove bolts retaining upper link spindle and remove spindle and upper control arm from mounting, collecting all camber adjusting shims present.

5) Remove nuts and washers at both ends of upper link spindle. Place assembly on a vise and press upper link spindle from one end and remove rubber bushing. Press from other end and remove other bushing. Remove spindle from upper control arm.

Installation — 1) Apply soap suds to rubber bushings and press bushings into place from outside of control arm. Flange of bushing should securely contact end surface of upper control arm collar.

2) Insert upper control arm spindle and inner washers. Install inner washers with rounded edges facing inward.

3) Press in other bushing as described in step 1). Temporarily tighten nuts. Install upper ball joint.

4) Install upper control arm to frame. Tighten upper control arm spindle with camber adjusting shims. After fitting, check dimensions "A" and "B" shown in Fig. 4. Dimension "A" should be 5.34-5.42" (135.6-137.6 mm), "B" should be 1.114" (28.3 mm).

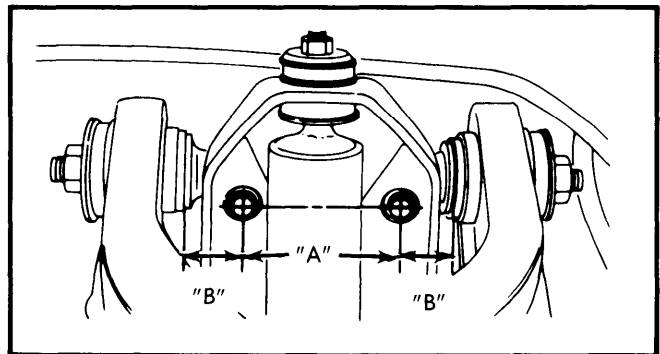


Fig. 4 Upper Control Arm Spindle Dimensions

5) Install upper ball joint to knuckle spindle. Make sure grease does not come into contact with tapered areas of ball joint knuckle spindle and threads of ball joint.

6) Install tire and wheel, lower vehicle and check height "H" of lower control arm. See Fig. 3. Check and adjust wheel alignment. See appropriate article in WHEEL ALIGNMENT section.

LOWER CONTROL ARM & BALL JOINT

Removal — 1) Raise and support front of vehicle. Remove wheel assembly. Remove torsion bar, and disconnect lower end of shock absorber from control arm.

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2) Press out lower ball joint from knuckle. Disconnect stabilizer bar connecting rod from control arm. Remove torque arm from lower control arm.

3) Remove lower control arm spindle from control arm and remove control arm from frame. Remove lower ball joint nuts and bolts and remove ball joint from control arm.

4) Using a suitable drift, (KV40102000), drive out lower control arm bushings. See Fig. 5.

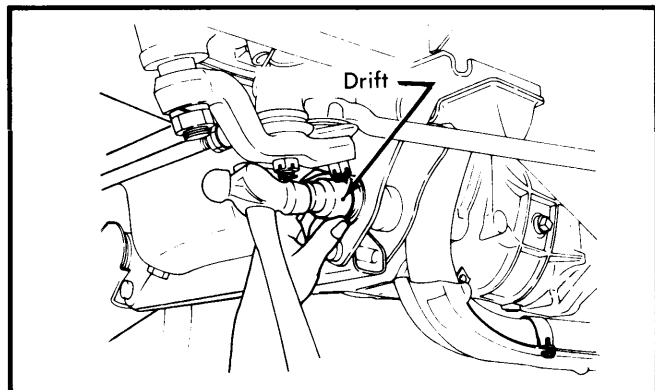


Fig. 5 Removing Bushings from Lower Control Arm

Installation — To install, reverse removal procedure, tightening nuts and bolts to specifications. Be sure grease does not contact tapered area of ball joint stud or knuckle hole and does not contact ball joint threads. Turn anchor bolt adjusting nut to obtain specified "H" dimension. See Fig. 3. Check and adjust wheel alignment. See appropriate article in *WHEEL ALIGNMENT* section.

STRUT ROD

Removal — Remove bolt holding strut rod to lower control arm and separate these parts. Remove nut attaching strut rod to bracket and remove rod with bushings, collar and washers.

Installation — To install, reverse removal procedure, noting the following: Swing strut rod a few times to settle bushings

and washers; do not allow grease or oil to contact rubber bushings; tighten retaining nuts and bolts to specifications.

STABILIZER BAR

Removal — Remove nut holding stabilizer connecting rod to lower control arm. Remove bolt holding stabilizer mounting bracket to frame. Remove nut attaching stabilizer and connecting rod and remove these parts.

Installation — To install, reverse removal procedure and note the following; white mark painted on stabilizer bushing seat can be seen from both sides of vehicle when correctly installed.

TIGHTENING SPECIFICATIONS

| Application | Ft. Lbs. (mkg) |
|---------------------------------------|--------------------|
| Shock Absorber Upper Nut | 12-16 (1.7-2.2) |
| Shock Absorber Lower Nut | 22-30 (3.1-4.1) |
| Anchor Bolt Lock Nut | 22-30 (3.1-4.1) |
| Upper Control Arm Spindle Nut | 56-76 (7.7-10.5) |
| Upper Link Spindle-to-Frame | 80-108 (11.1-15.0) |
| Upper Ball Joint-to-Control Arm | 12-16 (1.7-2.2) |
| Upper Ball Joint-to-Knuckle | |
| 4-WD | 58-72 (8-10) |
| 2-WD | 36-65 (5-9) |
| Lower Ball Joint-to-Control Arm | |
| 2-WD | 28-38 (3.9-5.3) |
| 4-WD | 43-72 (6-10) |
| Torque Arm-to-Lower Control Arm | |
| Outer Nut | 20-27 (2.7-3.7) |
| Inner Nut | 26-33 (3.6-4.6) |
| Lower Control Arm Spindle Nut | 80-108 (11.1-15.0) |
| Lower Ball Joint-to-Knuckle | |
| 2-WD | 87-123 (12-17) |
| 4-WD | 42-72 (6-10) |
| Strut Rod-to-Frame | 87-116 (12-16) |
| Strut Rod-to-Lower Control Arm | 28-38 (3.9-5.3) |