

Front Suspension

MAZDA B2000 PICKUP

DESCRIPTION

Independent type suspension, consisting of upper and lower control arms and wheel spindle mounted between upper and lower arms by means of ball joints. Upper control arm pivots on a shaft attached to frame; lower control arm pivots on a shaft mounted to crossmember. A coil spring is mounted between lower control arm and frame. Shock absorber is hydraulic, double-action type, mounted between lower control arm and frame inside coil spring. A stabilizer bar is also incorporated which connects to the lower control arm on each side by bushings and links.

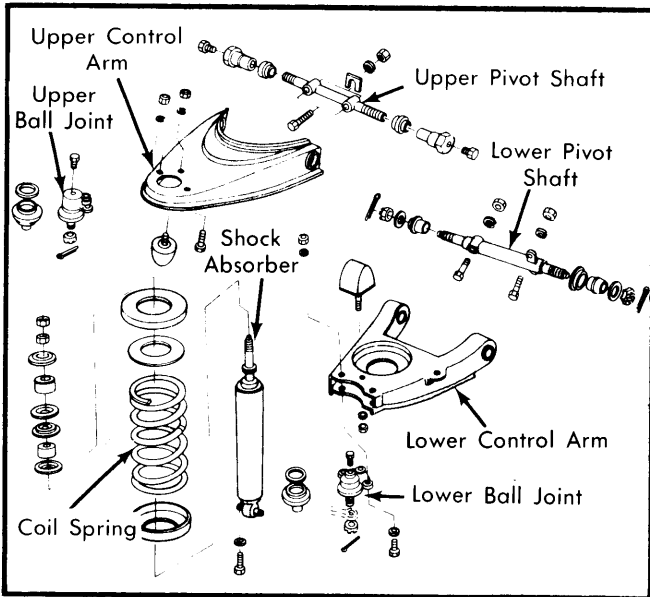


Fig. 1 Exploded View of Front Suspension Assembly for Component Identification

ADJUSTMENTS

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications & Procedures* in **WHEEL ALIGNMENT** section.

WHEEL BEARING ADJUSTMENT

Raise and support vehicle. Remove wheel and tire. Tighten spindle nut until hub locks, then back off just enough to allow smooth rotation of hub. Turn a few times to seat bearing and check bearing preload. Tighten spindle nut until a preload of 1.3-2.4 lbs. (5.8-10.7 N) is obtained.

BALL JOINT CHECKING

Check ball joint dust seal for wear or damage, and replace as needed. Check end play. If play exceeds .04" (1.0 mm), replace ball joint.

REMOVAL & INSTALLATION

SHOCK ABSORBERS

Removal — Remove nut, rubber bushing and washer attaching upper end of shock absorber to crossmember. Remove lower retaining bolts holding shock absorber to lower control arm, and remove shock absorber from vehicle.

Installation — Reverse removal procedure and tighten mounting bolts.

WHEEL BEARINGS

Removal — 1) Raise and support vehicle. Remove tire and wheel. Remove brake caliper and wire it out of way. Remove grease cap, cotter pin, lock and spindle nut.

2) Remove washer and outer bearing. Remove hub and rotor assembly from spindle. Remove grease seal and inner bearing.

Installation — Reverse removal procedures to install, taking care not to overpack wheel bearings.

COMPLETE SUSPENSION ASSEMBLY

Removal — 1) Raise and support front of vehicle with safety stands placed just behind lower control arms. Remove front wheel. Remove shock absorber.

2) Detach upper ball joint from steering knuckle. From under hood, remove upper control arm retaining bolts and nuts, noting number and position of alignment shims. Remove upper control arm from vehicle.

3) Remove 3 nuts and bolts holding ball joint to upper control arm and remove ball joint.

4) Remove stabilizer bar retaining nut, washers and bushings. Detach stabilizer bar from lower control arm.

5) Position floor jack under lower control arm, and raise arm to relieve pressure. Separate ball joint from lower control arm.

6) Slowly lower floor jack with lower control arm, and remove spring. Remove 2 lower control arm retaining bolts, and remove arm from vehicle. Remove ball joint from lower control arm.

Installation — Reverse removal procedures to install, noting the following: When replacing the coil spring, install adjusting plate(s) as needed to obtain equal road clearance on right and left sides. Never use more than three adjusting plates on any one side.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (N•m)
Ball Joint-to-Knuckle	51-65 (69-88)
Bal Joint-to-Lower Control Arm	60-70 (82-95)
Control Arm-to-Frame (Both)	54-69 (73-94)