

MAZDA PICKUPS

B2000, B2200

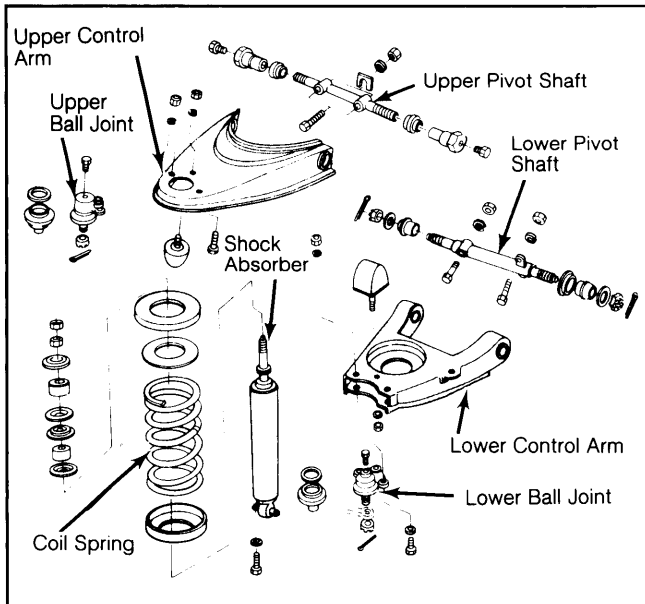
DESCRIPTION

Mazda uses independent type front suspension. Suspension consists of upper and lower control arms. Wheel spindle mounted between upper and lower control 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 double-action type, mounted between lower control arm and frame inside coil spring. A stabilizer bar is connected to the lower control arm on each side by bushings and links.

Fig. 1: Exploded View of Front Suspension Assembly



ADJUSTMENTS

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

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

WHEEL BEARING

1) Raise vehicle and support with safety stands. Remove wheel assembly. Tighten spindle nut to 18-22 ft. lbs. (25-30 N.m). Rotate hub a few times to seat bearing.

2) Loosen adjusting nut slightly until it can be turned by hand. Using a spring scale on one of the hub bolts, set preload to 1.3-2.5 lbs. (5.8-11.0 N), plus oil seal drag.

BALL JOINT CHECKING

1) Check ball joint dust seal for wear or damage. Check revolving torque of ball joint by using spring scale and measuring amount of pull to move ball joint stud.

2) Revolving torque of lower ball joint should be 6-11 lbs. (27-49 N). Revolving torque of upper ball joint should be 2.2-8.4 lbs. (10-37 N).

REMOVAL & INSTALLATION

WHEEL BEARING

Removal

1) Raise vehicle and support with safety stands. Remove wheel assembly. Remove brake caliper and support out of the way. Remove grease cap, cotter pin, lock and hub nut.

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

Installation

To install, reverse removal procedures.

SHOCK ABSORBER

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

To install, reverse removal procedures.

UPPER AND LOWER CONTROL ARM, COIL SPRING & BALL JOINTS

Removal

1) Raise vehicle and support with safety stands. Remove wheel assembly. Remove front shock absorber. Remove stabilizer bar. Support lower control arm with floor jack.

2) Disconnect upper and lower ball joint from steering knuckle. Remove nuts and bolts retaining upper arm shaft to support bracket. Note the number and location of adjusting shims for reassembly.

3) Slowly lower the lower control arm with floor jack and remove coil spring. Remove nuts and bolts retaining lower control arm to frame.

4) Remove lower control arm. Remove bolts retaining ball joints and remove ball joints (if replacement is necessary).

Installation

To install, reverse removal procedures. 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 2 adjusting plates on any one side.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (N.m)
Ball Joint-to-Knuckle	51-65 (69-88)
Ball Joint-to-Lower Control Arm	60-70 (82-95)
Ball Joint-to-Upper Arm	14-20 (19-27)
Upper & Lower Control Arm-to-Frame ...	54-69 (73-94)
Stabilizer-to-Control Arm	18-26 (24-35)
Stabilizer Bracket	12-17 (16-23)