

Rear Suspension

SUBARU 1600 & 1800

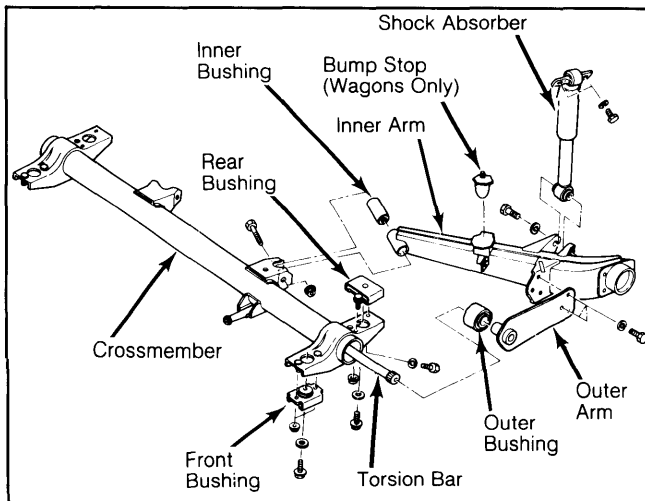
DESCRIPTION

Rear suspension is of the independent type and utilizes semi-trailing arms and torsion bars. A crossmember, which contains the torsion bars, is attached to body.

The semi-trailing arms attach to crossmember at inner pivot points and to torsion bar ends at outer pivot points. Shock absorbers are mounted between body and semi-trailing arms.

On 4-WD models a center control arm has been added to crossmember, which simplifies adjustment of riding height.

Fig. 1: 2-Wheel Drive Suspension and Components



4-Wheel Drive models are similar.

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

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

WHEEL BEARING

2-WD Models

Tighten hub nut to 36 ft. lbs. (49 N.m). Turn back nut a small amount and rotate brake drum several times to seat bearings. Turn back nut 1/10 to 1/8 turn to obtain correct starting torque. Correct starting torque is 2.0-3.2 lbs. (8.9-14.2 N). Adjust starting torque by turning hub nut.

4-WD Models

Wheel bearings are not adjustable. Tighten hub nut to 145 ft. lbs. (197 N.m). If cotter pin hole is not aligned, tighten further a maximum of 30° to align hole. Install new cotter pin.

REMOVAL & INSTALLATION

WHEEL BEARING

Removal

1) Raise vehicle and support with safety stands. Remove wheel assembly. Remove dust cap and cotter pin. Remove hub nut and hub assembly from axle shaft.

2) Using a soft mallet and aluminum or brass bar, tap on inner race to remove outer bearing and outer race to remove inner bearing.

Installation

To install, reverse removal procedure.

REAR SUSPENSION ASSEMBLY

Removal

1) Remove shock absorber upper retaining bolts. Raise vehicle and support with safety stands. Remove wheel assemblies.

2) On 4-WD models, drive spring pins out of axle drive shaft ends. Disconnect outer CV joint from spindle by pushing inner CV joint inward and brake drum downward. Pull drive shaft out of differential. Repeat for opposite drive shaft.

3) On all models, disconnect exhaust pipe at forward flange. Remove exhaust system from vehicle. Take off all exhaust shrouding which interferes with access to rear suspension.

4) Disconnect brake hoses at inner arm brackets and plug brake lines. On 2-WD models, support crossmember at center with floor jack. Remove crossmember-to-body bolts and slowly lower rear suspension assembly to floor.

5) On 4-WD models, disconnect propeller shaft from differential. Slowly pull propeller shaft out of transmission. Plug hole in transmission to prevent oil spillage. Support differential with floor jack, remove differential-to-body bolts. Remove differential from vehicle.

Disassembly

1) Remove shock absorbers from trailing arms. Scribe a mark on outer arm and crossmember for reassembly reference. Loosen outer bushing lock bolts.

2) Remove bolts attaching outer arm to inner arm. Pull outer arm and torsion bar out of crossmember. Repeat for opposite side.

CAUTION: Take care not to twist or bend torsion bar while removing.

3) Remove torsion bar from outer arm. Remove inner arm-to-crossmember bolt. Remove inner arm. If inner bushing is worn or damaged, press it out of inner arm, (replace if necessary).

Reassembly

To reassemble, reverse disassembly procedures. When installing torsion bar and outer arm, align scribe marks made during disassembly to achieve correct outer arm angle.

Installation

To install, reverse removal procedures. Tighten outer bushing lock bolts with vehicle on floor. Bleed brake system and check wheel alignment.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (N.m)
Crossmember-to-Body Bolts	87-108 (118-147)
Differential Retainig Bolts (4WD)	51-58 (69-79)
Inner Arm-to-Crossmember Bolts	54-69 (73-94)
Outer Bushing Lock Bolts	23-29 (31-39)
Outer-to-Inner Arm Bolts	87-101 (118-137)
Drive Shaft Bolts (4WD)	13-18 (118-24)
Hub Nut (4WD)	145 (197)