

SECTION 13

REAR AXLE

Description	13-1
Removal	13-2
Installation	13-4

Description

The rear suspension is a semi-elliptical, leaf-spring type. The rear axle of unit construction is fitted to the vehicle body through leaf spring.

The outstanding features of this suspension are simple construction, easy servicing, and less vehicle rolling when cornering.

The rear axle is secured with U-bolts to the center of the leaf springs on each side. The front end of each spring is connected with a pin to the vehicle body through a rubber cushion and bushing, while the rear end has a shackle for the change of span. As the leaf spring rebounds, the shackle changes its position, gradually increasing the spring constant when the spring is heavily loaded or rebounds. At the rear end of the leaf spring and the vehicle-side end of the shackle are installed rubber bushings which help the spring to return to its former position and absorb minute vibrations.

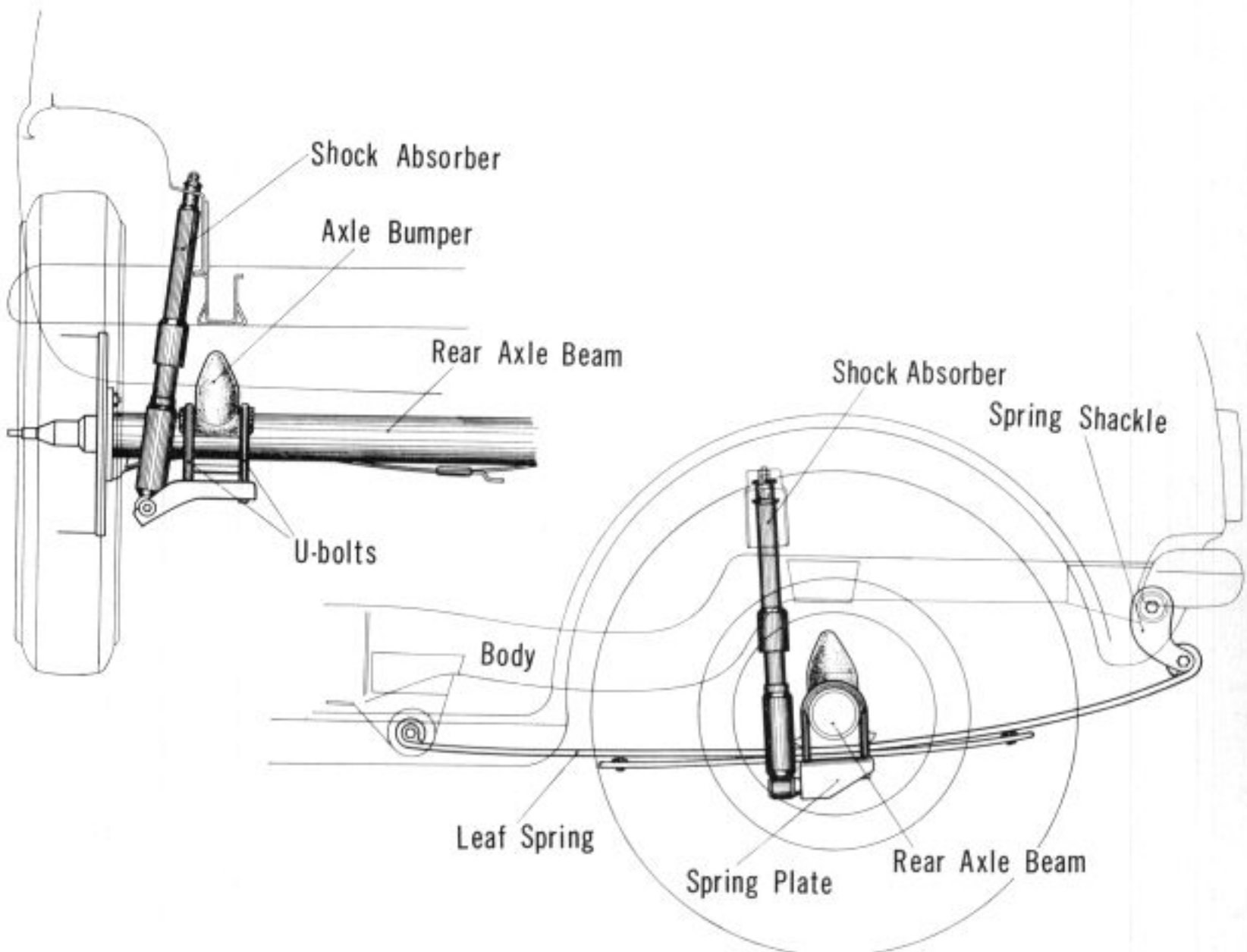


Fig. 13-1

13-2 REAR AXLE

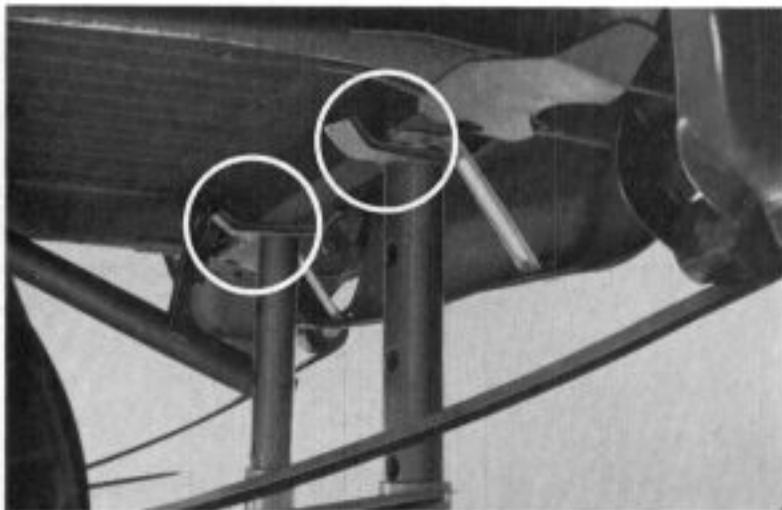


Fig. 13-2

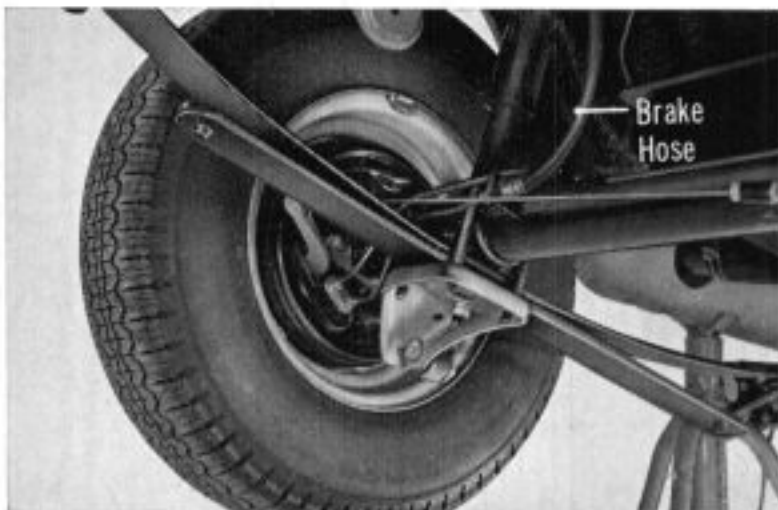


Fig. 13-3

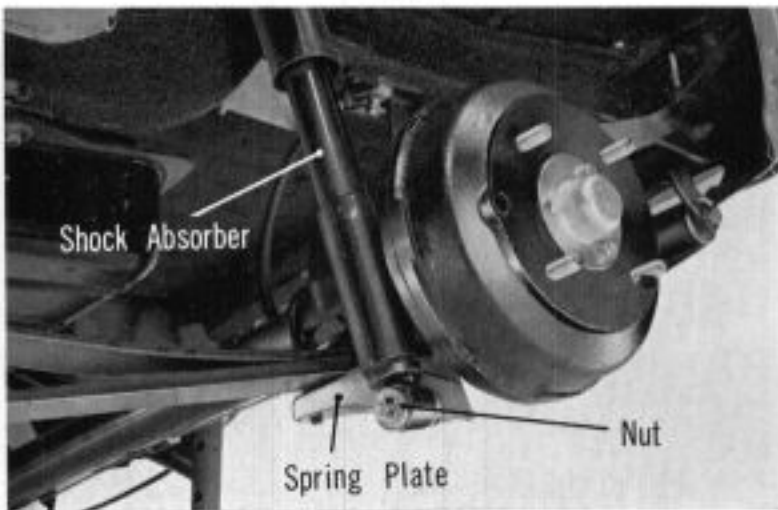


Fig. 13-4



Fig. 13-5

Removal

1. Remove the wheel hub nuts. Jack up the vehicle and place supports under the rear cross member.
2. Remove the wheels. Disconnect the parking brake cable from the equalizer.
3. Drain the brake fluid from the system. Separate the flexible brake hose from the brake line.
4. Remove the shock absorber lower mounting nut, and separate the shock absorber from the spring plate.
5. Remove the shackle bolt on the body side.
Tightening torque:
4.0 to 4.8 kg-m (28.9 to 34.7 lb-ft)

6. Remove the bolt, and separate the spring from the spring hanger. The axle shaft and leaf spring can then be removed as a unit.

Tightening torque:
4.0 to 4.8 kg-m (28.0 to 34.7 lb-ft)

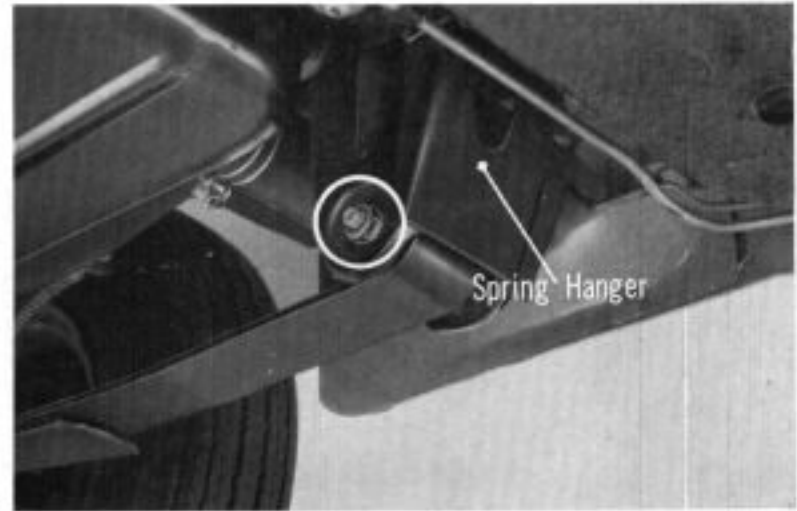


Fig. 13-6

7. The leaf spring can be separated from the axle shaft by removing leaf spring U-bolts.

U-bolt tightening torque:
4.0 to 4.8 kg-m (28.9 to 34.7 lb-ft)

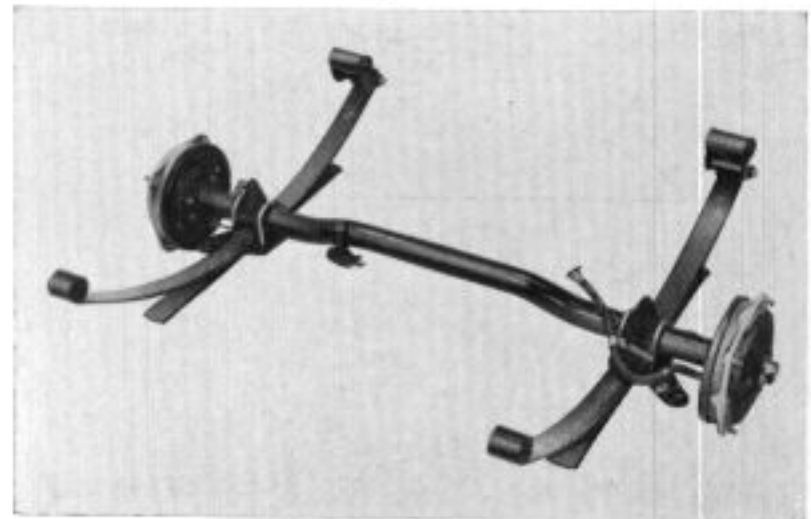


Fig. 13-7

8. When replacing the leaf spring with a new one, make sure that the marked side is positioned toward the front. Lead springs having the same mark should be installed on both sides in set.

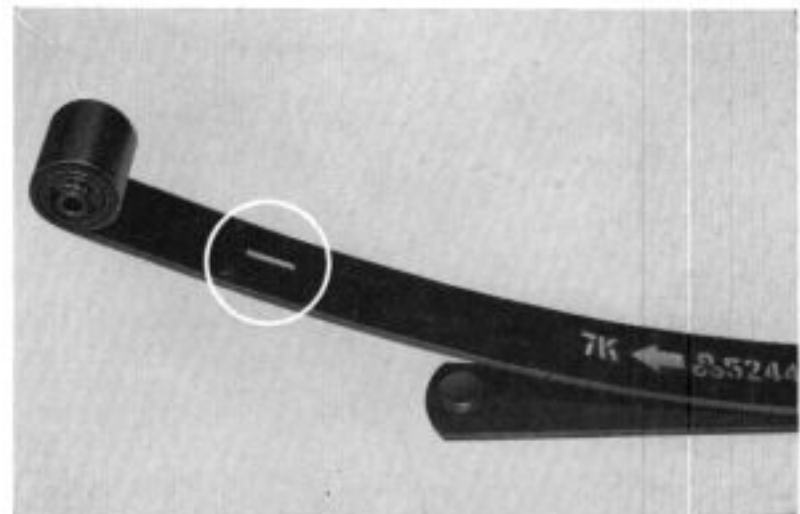


Fig. 13-8

9. The shock absorber is detached by removing the upper mount.
Note the shock absorber is installed with the protect cover forward. (Fig. 12D-2)



Fig. 13-9

13-4 REAR AXLE

Installation

Installation is the reverse of removal.

When frame height differs between the rear right and rear left, the cause is improper fastening of spring bolts. Loosen two spring bolts of the higher side and retighten them while another service man ride on the car at the higher side and tilt the car as shown in Fig. 13-10



Fig. 13-10



Fig. 13-11

(Rear Suspension Alignment Check)

Upon completion of the installation, check the rear suspension for misalignment or "dog tracking" of front and rear wheel tread. This test will be conducted at a partly wet paved place. Drive the car on a wet section to let the tires wet, and thereafter drive straight ahead and stop. The rear tire inprint should appear an equal distance slightly inside the front tire tracks.