

CHAPTER 2: FRONT END

2-1	SPECIFICATION AND STANDARDS FOR FRONT END	2-1
2-2	FRONT END CONSTRUCTION.....	2-3
2-3	DISASSEMBLY AND ASSEMBLY OF FRONT END ASSEMBLY.....	2-4
2-4	SPECIFICATIONS FOR FRONT SUSPENSION.....	2-12
2-5	FRONT SUSPENSION CONSTRUCTION.....	2-13
2-6	DISASSEMBLY AND ASSEMBLY OF FRONT SUSPENSION.....	2-14
2-7	FRONT AXLE CONSTRUCTION.....	2-23
2-8	DISASSEMBLY OF FRONT AXLE.....	2-24
2-9	CHECK ANDJUSTMENT OF FRONT ALIGNMENT	2-30

CHAPTER 2. FRONT END

2-1: SPECIFICATIONS AND STANDARDS FOR FRONT END

	MODEL K111DL	MODEL K142
Suspension	Independent Suspension	Independent Suspension
Distance between Wheels	1140 mm (44.9 in)	1140 mm (44.9 in)
Toe-in	12-16 mm (0.47-0.62 in)	12-16 mm (0.47-0.62 in)
Camber Angle	2°	2°
Caster Angle	13°05'	13°05'
King-Pin Angle	7°	7°
Trail (by Caster Angle)	101 mm (3.98 in)	101 mm (3.98 in)
Trail (by King-pin Angle and Camper Angle)	30 mm (1.18 in)	30 mm (1.18 in)
King-Pin outer diameter	14 mm (0.55 in)	14 mm (0.55 in)
Adjustment Limits of King-Pin Bushing Clearance	0.1-0.15 mm (0.0394-0.0591 in)	0.1-0.15 mm (0.0394-0.0591 in)
King-Pin Thrust Washer Adjustment	To rotate without play	To rotate without play
Front Tires	4.80 x 10 - 2P	4.50 x 10 - 4P
Front Tire Pressure	0.85-0.99 kg/cm ² (12-14 psi)	0.9-1.0 kg/cm ² (13-14 psi)
Front Hub Bearing (Inner)	No. 30204	No. 30204
Front Hub Bearing (Outer)	No. 30203	No. 30203
Tightening Procedure of Front Hub Bearing	Tighten nut completely and return 1/6 to 1/8 revolution; fix in place with cotter pin.	
Load on the Front Wheels Without passengers	160 kg (352 lb)	175 kg (385.5 lb)
With passengers (full load)	260 kg (573 lb)	225 kg (275 lb)

GENERAL DATA:

The front wheels of the Subaru regardless of whether the vehicle is carrying a load or not sustains approximately 41 percent of the gross vehicle weight. It incorporates an unique independent suspension system combining the best qualities of the torsion bar, center spring and trailing arm. It is designed to provide easy and comfortable riding under any type of load condition.

Posture adjustment can be simply accomplished through the center arm minute adjustment bolt. With the exception of toe-in and camber, the Subaru wheel alignment requires no adjustment. As long as proper parts are used and correctly assembled, the wheel alignment will be correct unless the parts are abnormally worn down.