

**Section F (Front Suspension)**

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**To check**

1. Check the camber angle, see under "Camber Angle—To check", if this angle is found to be incorrect the front suspension must be dismantled and each detail examined for wear and accidental damage.
2. When the camber angle is correct apply a suitable steering axis inclination gauge to the wheel and check the steering axis inclination angle, taking care to follow the manufacturer's instructions.
3. Carry out the same procedure on the opposite front wheel and make a note of the steering axis inclination angle.
4. If the steering axis inclination angle is incorrect, the front suspension must be dismantled and each detail examined for wear and accidental damage.
4. Identify the lower end of the inner steering column to the splined pinion of the steering unit to facilitate refitting; remove the pinch bolt and detach the column by lifting the steering wheel approximately 2 in. (50 mm.).
5. Withdraw the speedometer cable from the inside face of the left-hand stub axle by withdrawing a screw and forked plate, taking care to collect the rubber washer positioned between the metal end of the outer casing and the stub axle. See Fig. 5.
6. Detach the front and rear members from the floor assembly by withdrawing four bolts and washers from the front member, four bolts and washers from the floor inside the car after the floor covering has been rolled back, and lower the members by withdrawing four bolts and washers from the front edge of the rear member beneath the car.

**ACKERMAN ANGLES (Toe-out on turns)**

The steering of the car is parallel and therefore ACKERMAN ANGLES DO NOT EXIST and no useful purpose is served by checking.

**FRONT SUSPENSION ASSEMBLY****To remove and refit (See Fig. 3)**

1. Apply the handbrake, jack up the front of the car and SUPPORT ON STANDS POSITIONED UNDER THE OUTSIDE FLOOR RIB AND APPROXIMATELY 2 TO 3 FEET (0.6 TO 0.9 METRES) BEHIND THE FRONT WHEEL ARCH.
2. Remove both front wheels.
3. Disconnect the rigid hydraulic brake pipe from the flexible hose mounted in a bracket beneath the front wheel arch and detach the flexible hose from the bracket; see "Brakes, Section K".
7. Take the weight of the suspension assembly, using a trolley jack and a stout plank of wood, positioning the latter transversely under the two wishbones so that the jack pad is towards the rear edge of the plank of wood.
8. Detach the two lower ends of the dampers from the brackets on the top face of the wishbones by removing two nuts, bolts and washers.
9. Lower the suspension assembly, easing the speedometer cable through the left-hand side of the rear member and remove the suspension assembly from beneath the car on the trolley jack.
10. The two front springs and dampers can be removed from the wheel arch brackets by detaching the upper mountings of the dampers and controlling the expansion of the spring.