



Fig. 8. Exploded view of front spring and shock-absorber assembly

- A. LOCKNUT
- B. NUT
- C. CUPWASHER
- D. RUBBER BUSH
- E. CUP WASHER
- F. RUBBER BUSH
- G. CUP WASHER
- H. SHOCK ABSORBER
- I. COLLETS POSITIONING LOWER SPRING SEAT
- J. LOWER SECURING DETAILS
- K. FRONT SPRING
- L. LOWER SPRING SEAT
- M. UPPER SPRING SEAT

FRONT SPRING AND SHOCK ABSORBERS

The low periodicity coil springs, fitted to the front suspension have two square ground ends and therefore they can be fitted either way up.

Damping action is provided by telescopic type shock absorbers fitted centrally within the coil springs.

The upper ends of the shock absorbers are attached to brackets, one under each wheel arch and the upper ends of the coil springs abut to the underside of the same wheel arch bracket.

The lower ends of the coil springs are accommodated in spring pans located on each shock absorber body by split collets while the lower ends of the shock absorbers are attached to brackets welded on the wishbones.

To reduce the transmission of road surface noises, rubber bushes are fitted between the wheel arch brackets and the upper ends of the front-springs and also at the upper and lower ends of the shock absorbers.

To check front spring height

Full details of the loadings and lengths for checking the front springs on a test rig are given in the "General Data Section".

A check with the front springs in position can be made by loading the car to the static laden condition and measuring the height of the wishbone pivot bolts above the ground. See Principal underframe dimensions in Section O.

To remove and refit (See Fig. 8)

1. Apply the handbrake, jack up the front of the car and remove the appropriate front wheel.
2. Support the wishbone from below and detach the upper end of the shock absorber from the wheel arch bracket by removing a locknut, a second nut, rubber bush and two cup washers.