

SECTION C.

FRONT SUSPENSION

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C.1. - GENERAL DESCRIPTION

The front suspension is of the fully independent type with unequal length upper and lower wishbones, incorporating coil springs and damper units.

A stub-axle carrying the hub assembly is bolted into the vertical link, which in its turn carries the outer ends of the wishbones, the steering arms and the brake calipers. The vertical link, lower trunnion into which it is fitted, steering arm and front hub are all handed, therefore care must be taken when fitting replacements. The wishbones are not handed, but upper and lower halves are of different lengths.

An anti-roll bar is attached to the chassis by rubber insulated links, and is connected at both ends to the lower ends of the dampers.

C.2. - SUSPENSION AND STEERING GEOMETRY

Under normal service conditions, the only item requiring attention is the front wheel alignment. The necessity for a full geometry check is required following rectification of repair damage to the front suspension or steering, or if excessive tyre wear is evident, or steering difficulties are experienced.

The only angles which are adjustable are those for the wheel alignment, the castor, camber and steering axis inclination being set in production and are non-adjustable.

Preparation of Vehicle

When checking suspension (front or rear) and steering geometry, the following requirements must be met:-

1. The vehicle should be on a perfectly level floor and in such a position that will permit some forward movement, this being necessary for certain types of checking equipment.
2. The tyres must have the same amount of wear and be inflated to the normal running pressures (see 'Technical Data').
3. The front hub bearings must have the correct amount of end-float (see 'Technical Data').
4. The vertical link trunnion bushes and steering arm bushes (to steering rack) must be in good condition with no undue wear or mal-adjustment.
5. The wheels must be checked for 'run-out' (see Section 'G'). The points of maximum 'run-out' should be positioned so that they are clear of the contact points on the checking gauge.

6. Move the car backwards and forwards to settle the front wheels in the straight ahead and true running attitude; the camber angle and front wheel alignment can now be checked.
7. With the vehicle standing on its wheels, insert wood blocks beneath each front lower wishbone fulcrum and beneath each rear chassis leg adjacent to the wishbone pivot but NOT touching the pivot. Load the vehicle with weights on the front and rear centre line until the blocks are just nipped, not bearing heavily down. The height dimensions of the blocks should be:-

Front	6.125 in. (15.5 cm.)
Rear	6.00 in. (15.2 cm.)
8. Place one of the turntables with its lock pin in position, in the front centre of each front wheel. The run-on ramps should be positioned at the rear of the turntables (in front of wheel).
9. The other run-on ramps should be at the front of each rear wheel, so that, when the front wheels are on the turntables, the vehicle will be level. The run-on ramps will not be required if the turntable gauges are sunken flush with the floor level.
10. Keeping the front wheels in the straight-ahead position, slowly move the car on to the turntables so that the centre of the wheels are over the centre of the turntables.
11. Attach the special clamping device to lock the wheels.

Tools and Appliances

There are many different types of tools and appliances available for checking front suspension and steering geometry, but only a reputable brand should be used.

Whatever the equipment used, the manufacturer's instructions must be carefully observed and the vehicle must be loaded with the weights shown.

The equipment for checking front suspension and steering geometry shown here is obtainable from Dunlop Co.Ltd.

The equipment required for geometry checks is as follows:-

Optical wheel alignment gauge (Dunlop 'AGO/30').

Camber, castor and steering axis inclination gauges (Dunlop 'CG/4-5').

Front wheel turntable gauges with wheel ramps to suit.

The ramps are used to keep the car on a level plane, but will not be necessary if the turntable gauges are sunken flush with the floor (part of Dunlop 'CG/4-5' kit).

Front Wheel Alignment

The front wheels are considered to toe-in when the setting of the front wheels is

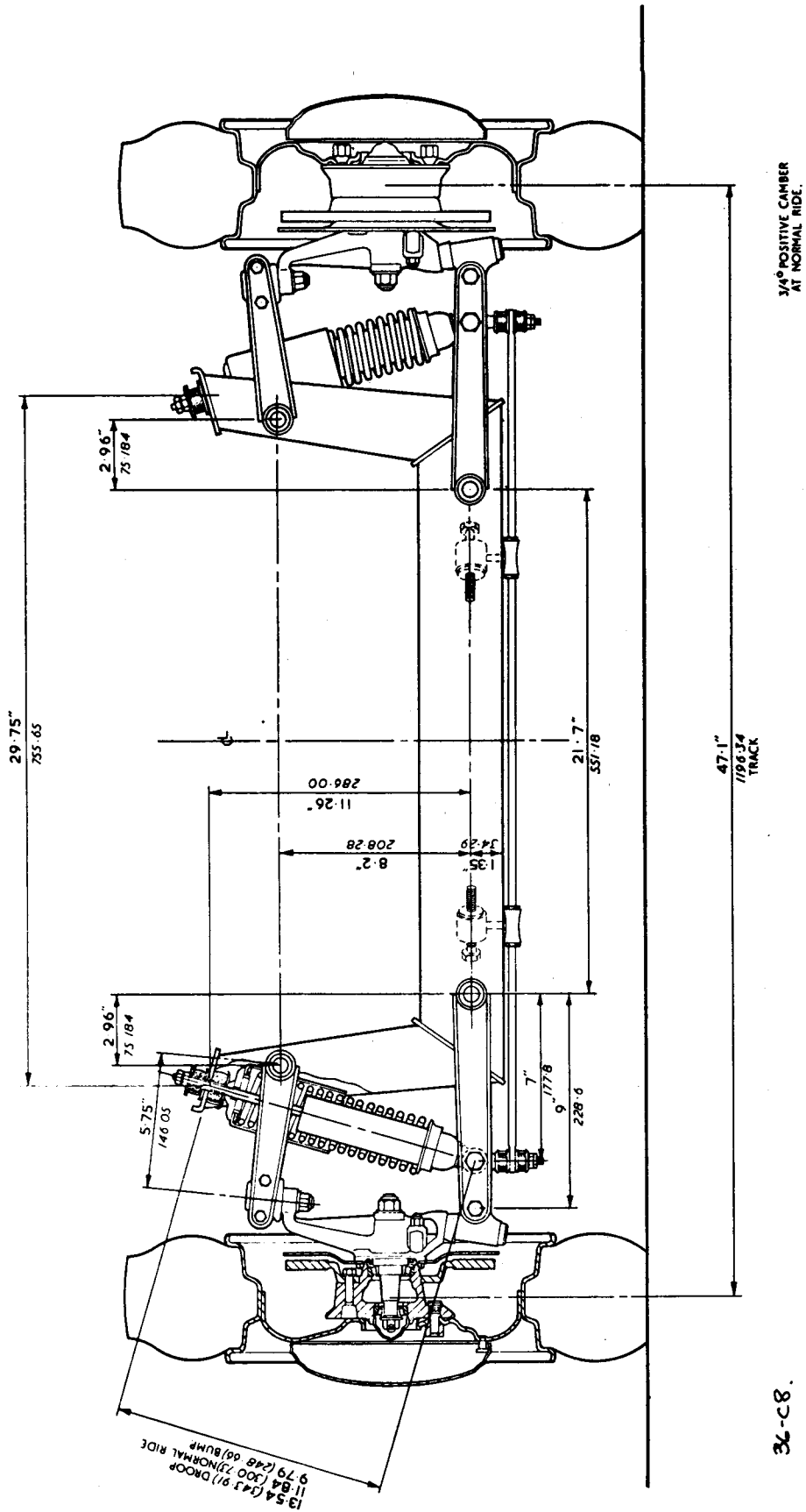


Fig. 1. GENERAL ARRANGEMENT OF FRONT SUSPENSION

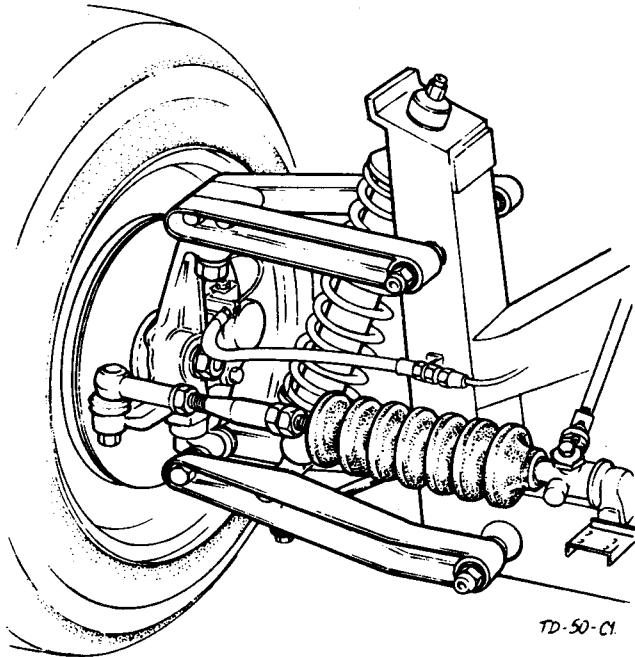


Fig. 2. LAYOUT OF FRONT SUSPENSION

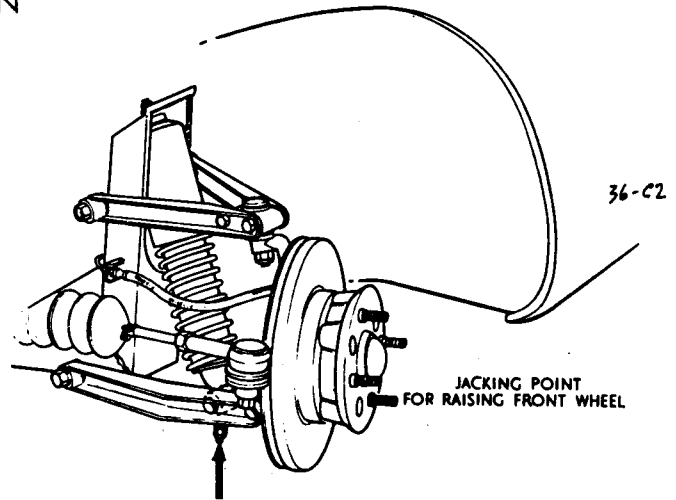


Fig. 3. JACKING POINT

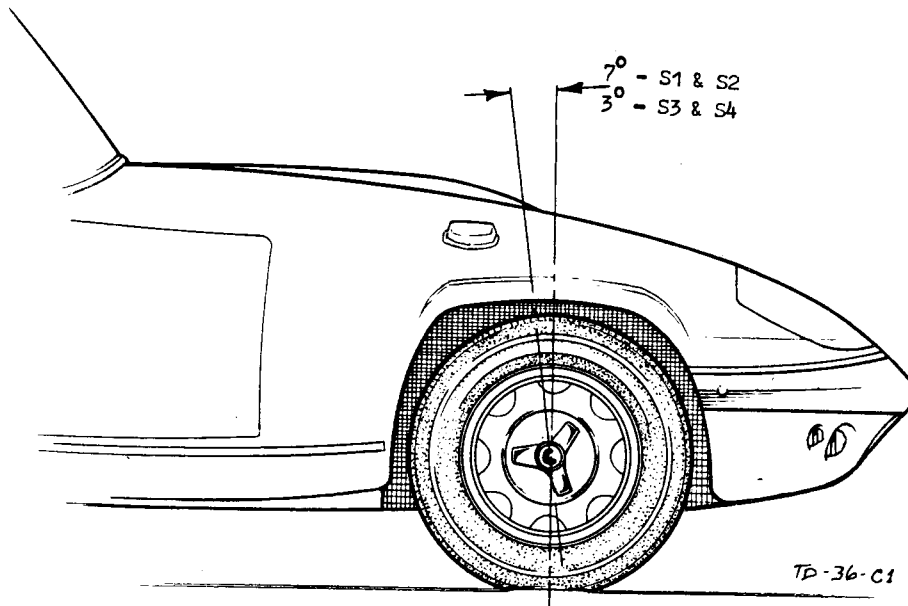


Fig. 4. CASTOR ANGLE

such that the distance between the front of the wheels is less than that at the rear of the wheels, when measured in the same plane. The correct 'toe-in' is given in 'Technical Data'.

1. Prepare the vehicle in the manner described under 'Preparation of Vehicle'.
2. Set the front wheels in the straight ahead position.
3. Check the front wheel alignment with a suitable checking gauge.
4. If the alignment is such that the amount of toe-in is incorrect, slacken the tie-rod locknuts at both ends of the steering rack and clips securing the outer ends of the bellows.
5. Rotate BOTH tie rods EQUAL amounts by hand or with suitable 'grips', in the appropriate direction until the correct amount of toe-in is obtained. Rotate the wheels through 180° and take a second check. Adjust the tie-rods to the mean of the two readings, thus allowing for wheel rim run-out.
6. Finally, lock the tie-rods in position, taking care not to alter the setting.
Re-tighten the bellows clips.

Front Wheel Camber Angle

This is the angle of inclination of the road wheel from the vertical when viewed from the front (see Fig.1.). Inclination outwards at the top of the wheel is termed 'positive camber', and inclination inwards is termed 'negative camber'. If the road wheel is set vertically, the camber will be zero.

This angle is non-adjustable, but should be checked in the event of accident damage or if steering difficulties are experienced (see 'Technical Data').

1. Prepare the vehicle in the manner described under 'Preparation of Vehicle'.
2. Apply a suitable checking gauge and note the reading. If the camber is incorrect, check the stub axle for distortion, and ball pins, trunnions and bushes for wear.

Castor Angle

Viewed from the side of the vehicle, this is the angle at which the pivoting axis of the front suspension assembly is inclined from the vertical. Inclination rearwards is termed 'positive castor', and inclination forwards is termed 'negative castor'. If the pivoting axis is vertical, the castor will be zero.

This angle is non-adjustable, but should be checked in the event of accident damage or if directional instability is experienced (see 'Technical Data').

1. Prepare the vehicle in the manner described under 'Preparation of Vehicle'.
2. Using the Dunlop equipment mentioned under 'Tools and Appliances', fit the gauges

with the castor dial to the left of spindle and secure with knurled knob. The gauge should be set horizontal.

3. Remove lock pins and adjust turntable scales to ZERO.
4. Steer the wheel 20° IN (right-hand wheel to left, or left-hand wheel to right).
5. Set both castor and k.p.i. gauge dials to ZERO.
6. Centre the bubble in level by turning lower knurled screw.
7. Steer the wheel 20° OUT (opposite lock).
8. Centre the bubbles in the levels. Note that the k.p.i. gauge has two scales on its dial (blue R/H wheel, red L/H wheel), arrows indicating in which direction the dial should be turned for the particular wheel position.
9. If the castor angle is incorrect, check that the wishbones mounting pins, vertical link, lower trunnion and upper ball joint with their associated parts are secure and not damaged.

Steering Axis Inclination (K.P.I.)

Viewed from the front of the vehicle, this is the angle at which the pivoting axis of the front suspension assembly is inclined inwards from the vertical. (See Fig.1.).

This angle is non-adjustable, but should be checked in the event of accident or if steering difficulties are experienced (see 'Technical Data').

1. Prepare the vehicle in the manner described under 'Preparation of Vehicle'.
2. Apply the checking gauge as described under 'Castor Angle' and note the gauge reading.
3. If the steering axis inclination is incorrect, check the wishbones to vertical link mounting points for wear or looseness.

NOTE:- Whilst the checking of the camber, castor and steering axis inclination angles are described separately, they are, in fact, a combined operation.

C.3. - ANTI-ROLL BAR

To Remove

1. Release the locknut, followed by the nut and washers securing the roll bar to the lower ends of the damper units. Push the bar down clear of the dampers.
2. From the rear of the bar, release the nuts and bolts securing the links to the chassis.

To Replace

1. Replacement is a direct reversal of the removal procedure, except that it is important to note the supporting links for the anti-roll bar are handed (Part No. 26 C 005L/H and 26 C 006R/H).

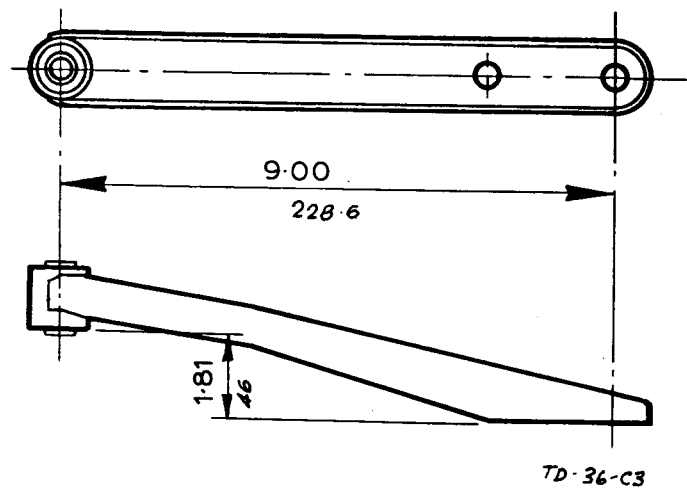


Fig. 5. LOWER WISHBONES

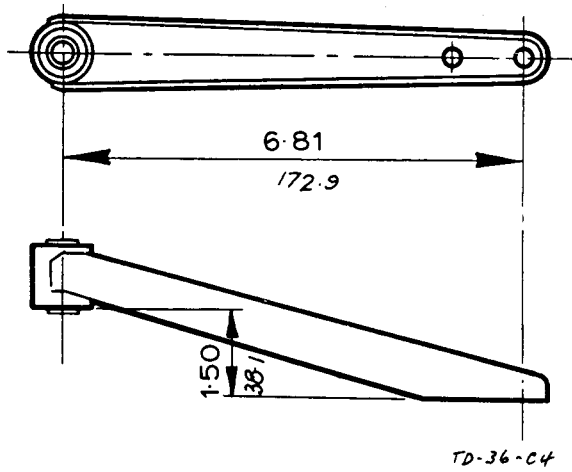


Fig. 6. UPPER WISHBONES

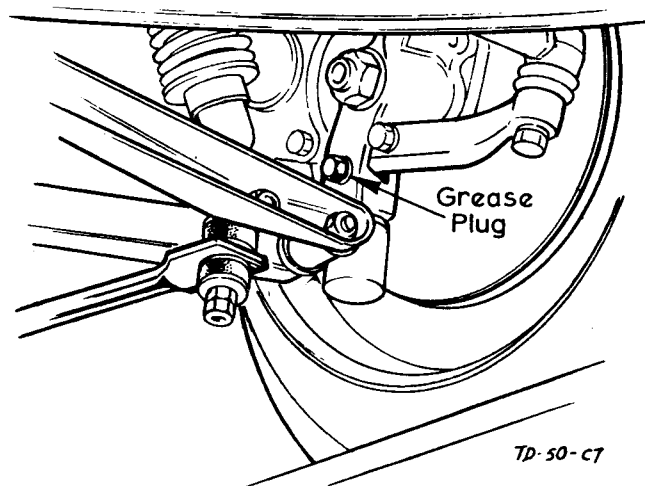


Fig. 7. VERTICAL LINK GREASE POINT

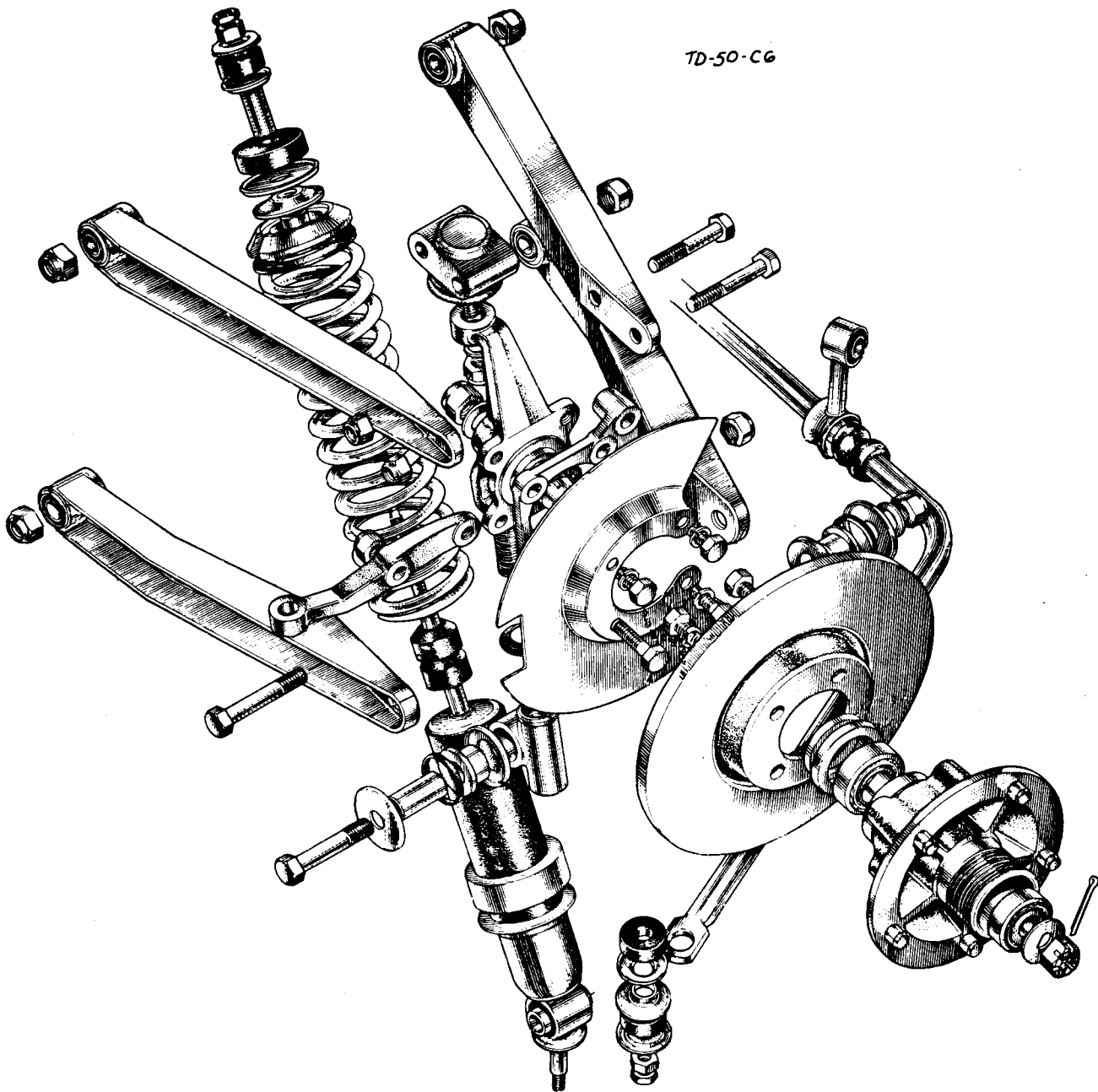


Fig. 8. FRONT SUSPENSION COMPONENTS

2. When replacing roll bar ends to the dampers, the sequence of fitting is:-
Washer, bush, washer roll bar, washer, bush, washer, nut, locknut.

C.4. - LOWER WISHBONES

To Remove

1. Remove the road wheel on the side of the vehicle from which the wishbones are to be removed (see Section 'G').
2. Release the nut and remove the bolt securing the damper to the wishbones .
3. Release the nut and remove the bolt securing the wishbones to the lower trunnion. Push the wishbones down and remove bolt after releasing the nut securing the wishbones to the chassis .

To Replace

1. Reverse the removal procedure, tightening all bolts to the torque loadings given in 'Technical Data', with the car in the normal ride position.

C.5. - UPPER WISHBONES

To Remove

1. Remove the road wheel (see Section 'G').
2. Release the nuts and remove the bolts securing the outer ends of the wishbones to the upper ball joint.
3. Remove the nuts securing the inner ends of the wishbones to the chassis fulcrum pin.

To Replace

1. Reverse the removal procedure, tightening all bolts to the torque loadings given in 'Technical Data', with the car in the normal ride position.

C.6. - WISHBONE BUSHES

1. Remove the wishbones (Section 'C.4.' and 'C.5.').
2. Using a suitable pilot drift, the outer periphery of which must bear on the outer sleeve of the bush, press out the bush.

To Replace

1. Reverse the removal procedure .

C.7. - DAMPER AND SPRING

To Remove

1. If it is required to replace either the damper or the spring, it is recommended that the complete assembly be removed.
2. Remove the anti-roll bar securing nuts to the dampers (Section 'C.3.').