

Fig. K.1

The general arrangement of the front suspension: (A) indicates the maximum upward deflection from normal, $3\frac{11}{32}$ in. (84.93 mm.); (B) the rebound figure, $2\frac{9}{32}$ in. (57.94 mm.); (C) the normal distance above ground surface

GENERAL DESCRIPTION

The independent front suspension comprises upper and lower suspension arms located in the side-members of the front sub-frame with their outer ends attached by ball joints to the swivel hubs. Rubber cone spring units are mounted in the front sub-frame towers with tubular struts interposed between the springs and the suspension upper support arms. Telescopic dampers are mounted on the upper support arms, with their top spigots anchored on the wing valance.

Maintenance is confined to lubrication as detailed in the Passport to Service or the Driver's Handbook.

WARNING.—When working on the front of the vehicle with the wheels hoisted clear of the ground forceful movement of the road wheels from lock to lock must be avoided. Damage may occur within the steering mechanism when the considerable momentum of the steering-wheel (due to enforced rotation) is suddenly halted.

Section K.1

CASTOR AND CAMBER ANGLES AND SWIVEL HUB INCLINATION

The castor and camber angles and swivel hub inclination are three design settings of the front suspension that

have a very important bearing on the steering and general riding of the car. Each of these settings is determined by machining and assembly of the components during manufacture, and are not adjustable.

Should the car suffer damage to the suspension, the angles (as given in 'GENERAL DATA') must be verified with a camber, castor, and hub inclination gauge and new parts fitted as found necessary.

Section K.2

SPRING UNITS (Rubber Suspension)

Compressing

Knock down the locking tabs and slacken both bolts (or nuts if fitted) securing the front sub-frame towers to the engine bulkhead cross-member. Withdraw one bolt (or remove one nut) and move the washer plate to one side to expose the access hole in the cross-member, replace the bolt (or nut), and retighten both bolts (or nuts); do not overtighten.

Assemble Service tool 18G 574 B, making certain that the spindle nut is fully tightened to lock the spindle firmly into the end of the centre screw. Insert the tool through the cross-member, locate the body of the tool over the heads of the two sub-frame bolts, and screw the centre screw of the tool nine complete turns, not more nor less, into the spring unit. Keep the ratchet handle screwed well up the centre screw, clear of the cross-member, during this operation. Operate the ratchet handle to turn the centre nut down to make contact with the body of the tool. Hold the centre screw to prevent

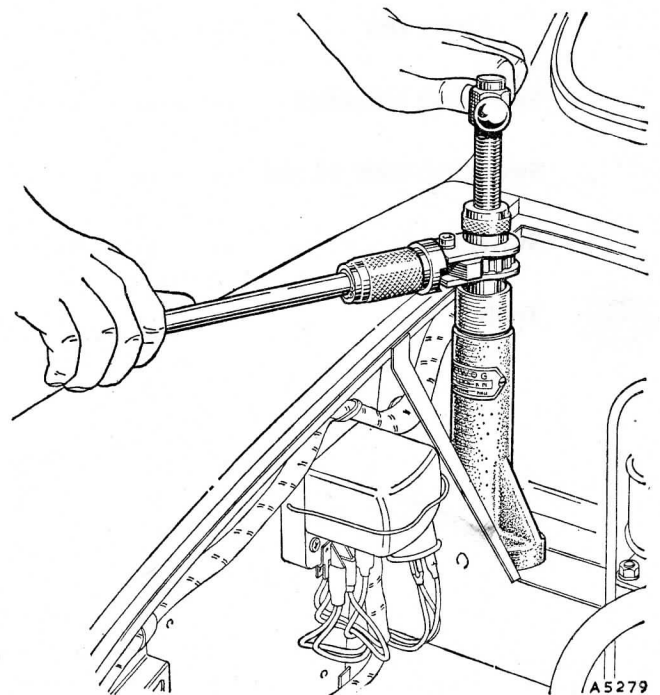


Fig. K.2

The front sub-frame mounting on the engine bulkhead cross-member, showing the method of compressing the spring unit using Service tool 18G 574 B