

## FRONT SUSPENSION

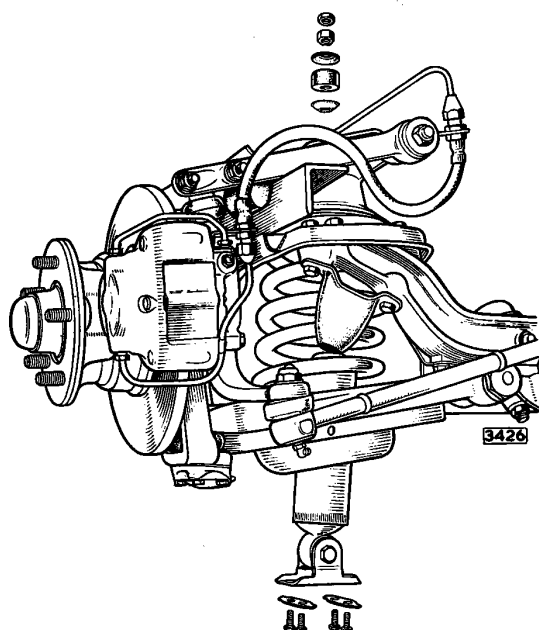


Fig. 6. Removing the shock absorber.

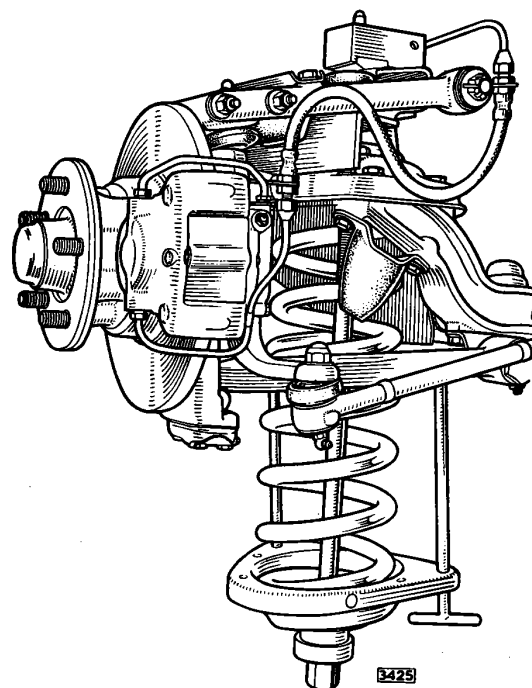


Fig. 7. Removing the coil spring using Tool No. JD.6B.

## COIL SPRINGS

The coil springs are marked with coloured paint strips (which may be covered by tape) to denote springs of the same static load. It is, therefore, important that the two front springs fitted to a car are of the same colour code.

### REMOVAL

Remove the hydraulic damper as described on page J.8.

Insert a suitable compressor (Tool No. JD.6B) through the centre of the spring and compress the spring sufficiently to relieve the load of the spring seat pan screws.

Remove the three self-locking nuts and bolts securing the anti-roll bar bracket to the lower wishbone and spring seat pan and detach the bracket. Remove the four setscrews and spring washers which secure the seat pan to the lower wishbone.

Release the coil spring compressor until the load of the spring is completely relieved. Completely unscrew the compressor and withdraw the coil spring and seat pan.

### REFITTING

Refitting is the reverse of the removal procedure.

Alignment of the seat pan holes with the tapped holes in the lower wishbone will be facilitated if 8" (20 cm.) long pilot studs (threaded  $\frac{3}{8}$ " UNF) are used as shown in Fig. 7.

### Coil Spring Packing Pieces

Packing pieces may be fitted above the coil springs of some cars, their purpose being to accommodate manufacturing variations in the springs which are graded into three groups and identified by a colour patch on the middle coil.

Colour Code of spring	Thickness of packing
Red	$\frac{1}{4}$ " (6.4 mm.)
Yellow	$\frac{1}{8}$ " (3.2 mm.)
Purple	None fitted