

AUSTIN MARINA

Austin Marina

DESCRIPTION

Austin Marina front suspension consists of lower control arms attached outboard to steering knuckles and inboard to torsion bars. The rear ends of torsion bars are connected to torsion bar levers which are bolted to chassis. A stabilizer link is also attached to lower control arm. Upper end of steering knuckle consists of steering arm and shock absorber.

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications & Procedures* in **WHEEL ALIGNMENT** Section.

WHEEL BEARING ADJUSTMENT

See *Wheel Bearing Adjustment* in **WHEEL ALIGNMENT** Section.

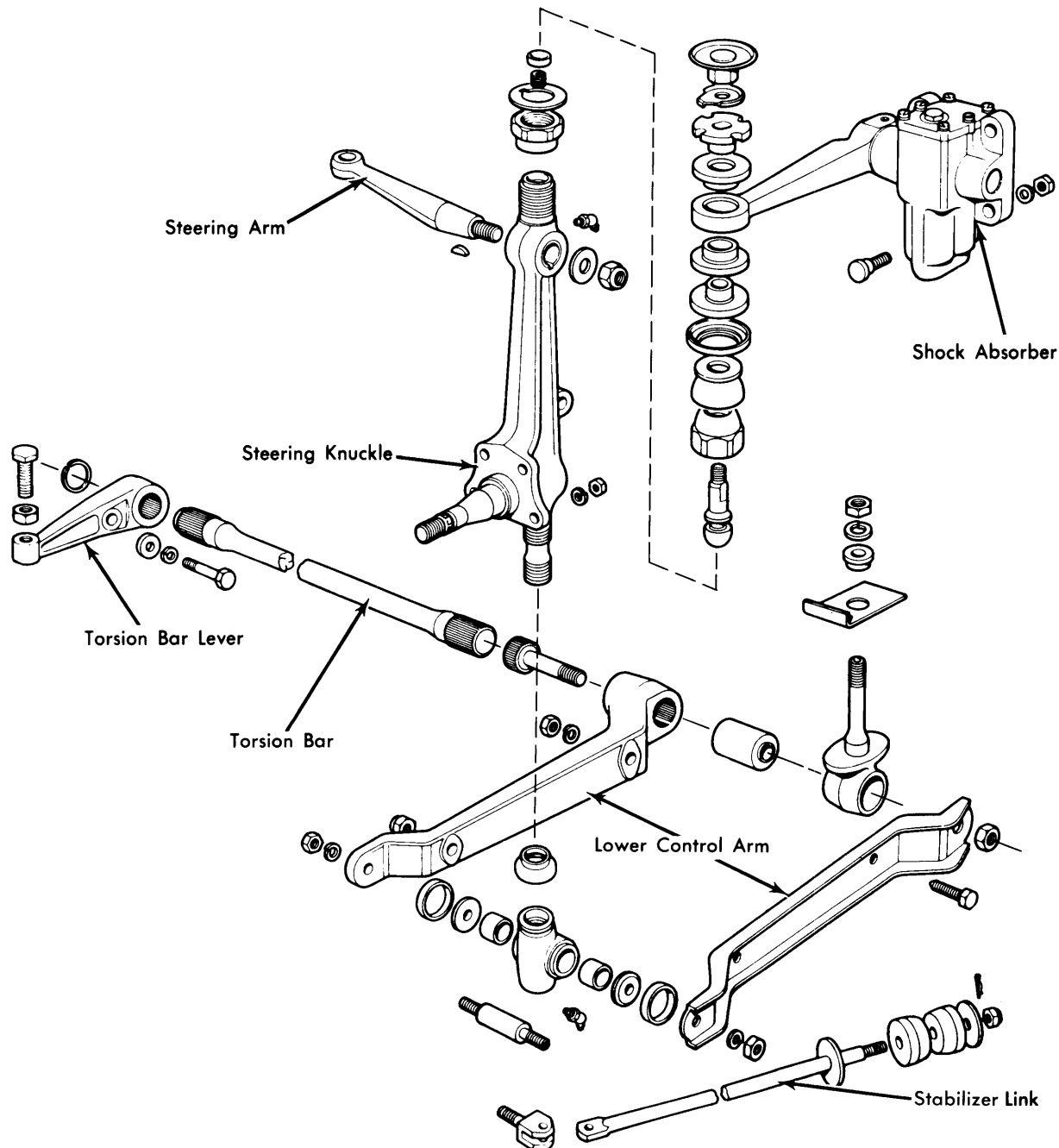


Fig. 1 Exploded View of Austin Marina Front Suspension Assembly

Front Suspension

AUSTIN MARINA (Cont.)

REMOVAL & INSTALLATION

SHOCK ABSORBER

Removal — Raise and support vehicle and remove wheel and tire. Remove reaction pad nut and lock washer from top of shock absorber arm. Remove upper bushing housing and upper bushing. Raise shock absorber arm and remove four nuts securing shock absorber to chassis and remove shock absorber.

Installation — To install, reverse removal procedure and use new reaction pad washer. Tighten all nuts to specification.

LOWER CONTROL ARM

Removal — Raise and support vehicle and remove wheel and tire. Remove nut from eyebolt pin and disconnect and remove stabilizer link. Remove nut and bolt securing both halves of lower control arm together and remove front half of lower control arm. Remove torsion bar and remove eyebolt pin. Remove nuts securing lower control arm to steering knuckle and remove lower control arm.

Installation — To install, reverse removal procedure and tighten all nuts and bolts to specifications.

TORSION BAR

Removal — 1) Raise and support vehicle and remove wheel and tire. Place blocks of wood under lower control arm to support weight of suspension assembly. Disconnect shock absorber arm and raise clear of steering knuckle. Disconnect steering tie rod from steering arm.

2) Raise front of vehicle and relieve pressure on torsion bar. Disconnect torsion bar lever from chassis and move lever forward along torsion bar. Loosen nut retaining eyebolt and allow suspension to lower $\frac{1}{2}$ ". Move torsion bar forward to clear chassis then lower torsion bar and remove rearwards. Remove torsion bar circlip and remove torsion bar lever from torsion bar.

Installation — To install, reverse removal procedure and note the following:

1) Set the torsion lever adjusting screw to the midway position and tighten lock nut before refitting.

2) Torsion bars are not interchangeable from one side to the other unless they are new. Used torsion bars **MUST** be placed on the same side from which they were removed.

3) After completing installation procedure, readjust riding height.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Steering Knuckle Ball Pin Nut	75 (10.3)
Eyebolt Nut.....	52 (7.2)
Torsion Bar Lock Nut.....	22 (3.0)
Reaction Pad Nut.....	37.5 (5.1)
Shock Absorber	
Retaining Nuts	27 (3.7)
Stabilizer Link Fork Nut.....	51.5 (7.1)
Stabilizer Link-to-Fork.....	22 (3.0)