

Front Suspension

MGB

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DESCRIPTION

Suspension is control arm coil spring type. Shock absorber is lever arm type and acts as upper control arm. Shock is attached to king pin and bolted to crossmember. Lower control arm is attached to king pin and crossmember with fulcrum shafts. Coil spring is mounted between lower control arm and crossmember. Front suspension can be removed as a complete unit.

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

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

WHEEL BEARING ADJUSTMENT

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

REMOVAL & INSTALLATION

COIL SPRING

Removal — Raise and support vehicle on safety stands, remove wheels. Remove stabilizer bar link from spring pans. Using suitable spring compressor (18G 693), compress spring and remove spring pan bolts from lower control arm. Release spring compressor, remove spring pan and spring.

Installation — Check spring height, spring free height should be 10.2" (259 mm) for sedan models or 9.3" (236 mm) for GT models. To install, reverse removal procedure.

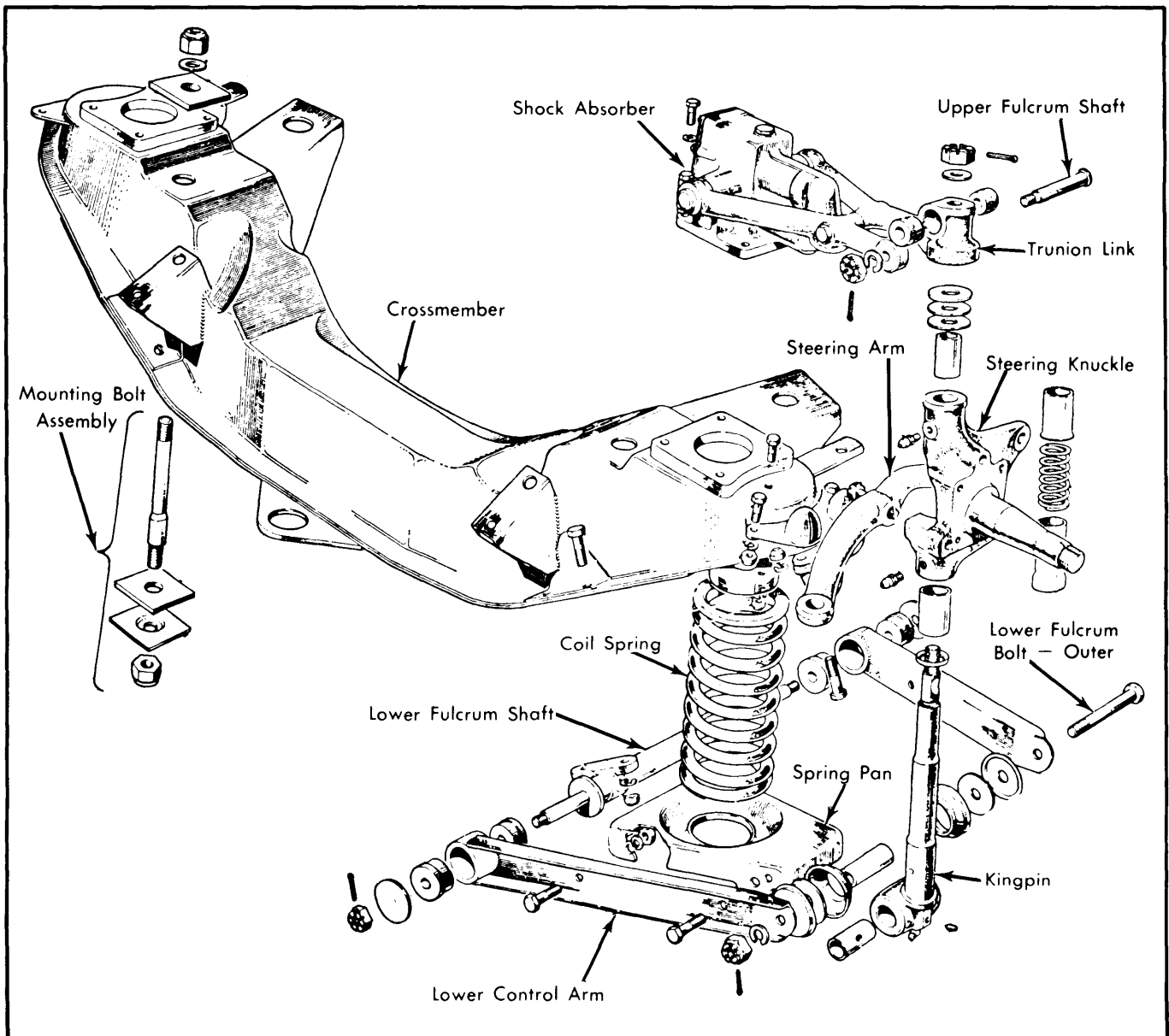


Fig. 1 Exploded View of Front Suspension Components

MGB (Cont.)

SHOCK ABSORBER

Removal — Raise and support vehicle under lower control arm spring pan. Remove tires and wheels. Remove fulcrum shaft connecting shock absorber lever arm to kingpin. Swing kingpin assembly clear of shock absorber lever arm. Remove bolts attaching shock absorber to crossmember. Remove shock absorber.

Installation — Using suitable SAE 20W fluid (Armstrong super shock absorber fluid), fill shock absorber to bottom of filler plug. To install, reverse removal procedure. Tighten nuts and bolts to specifications.

STEERING KNUCKLE

Removal — 1) Raise and support vehicle on safety stands. Remove tire and wheel. Detach caliper and support to avoid damage to brake hose. Remove hub and rotor. Remove steering lever and rotor dust cover. Remove coil spring as previously outlined. Remove cotter pins and nuts from upper and lower fulcrum shafts. Remove shock absorber lever arm center bolt and clamp bolt. Ease arm off.

2) Extract fulcrum shafts and remove steering knuckle. Remove cotter pin and nut from king pin. Remove trunion suspension link, thrust washer, steering knuckle, dust covers and spring from king pin.

Installation — Check all parts for wear or damage. Check fulcrum shafts for out of round. Replace parts and shafts as necessary. To install, reverse removal procedure. Tighten nuts and bolts.

FRONT SUSPENSION ASSEMBLY

Removal — Raise and support vehicle on safety stands; remove wheels. Disconnect stabilizer bar from spring pans. Detach tie rods from steering arms. Remove clamp nut and bolt from universal joint on steering pinion shaft. Remove nuts and bolts securing steering rack to crossmember, remove steering rack. Disconnect brake lines, and remove attaching clips on crossmember. Support crossmember with a jack. Remove nuts and bolts attaching crossmember to frame, remove suspension assembly from vehicle.

Installation — When installing, lower control arm fulcrum shaft nuts must be tightened before coil spring is installed. To install, reverse removal procedure. Tighten nuts and bolts to specifications.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Shock Absorber Bolts	44 (6.1)
Rotor-to-Hub	43 (6.0)
Caliper Mounting	43 (6.0)
Bearing Retainer Nut	55 (7.6)
Crossmember-to-Body	55 (7.6)