

MGB

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DESCRIPTION

Suspension is control arm coil spring type. Shock absorbers are lever arm type and act as the upper control arm. Shock absorber is attached to kingpin and bolted to crossmember. Lower control arm is attached to kingpin and crossmember with fulcrum shafts. Coil spring is mounted between lower control arm and crossmember. Front suspension can be removed as an assembly.

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.

Inspection – Before reinstalling coil spring make sure free length of coil spring is 10.6" (269 mm). Also, check that under a load of approximately 1010-1050 lbs. (581-599 kg) spring height is 7.4" (190 mm).

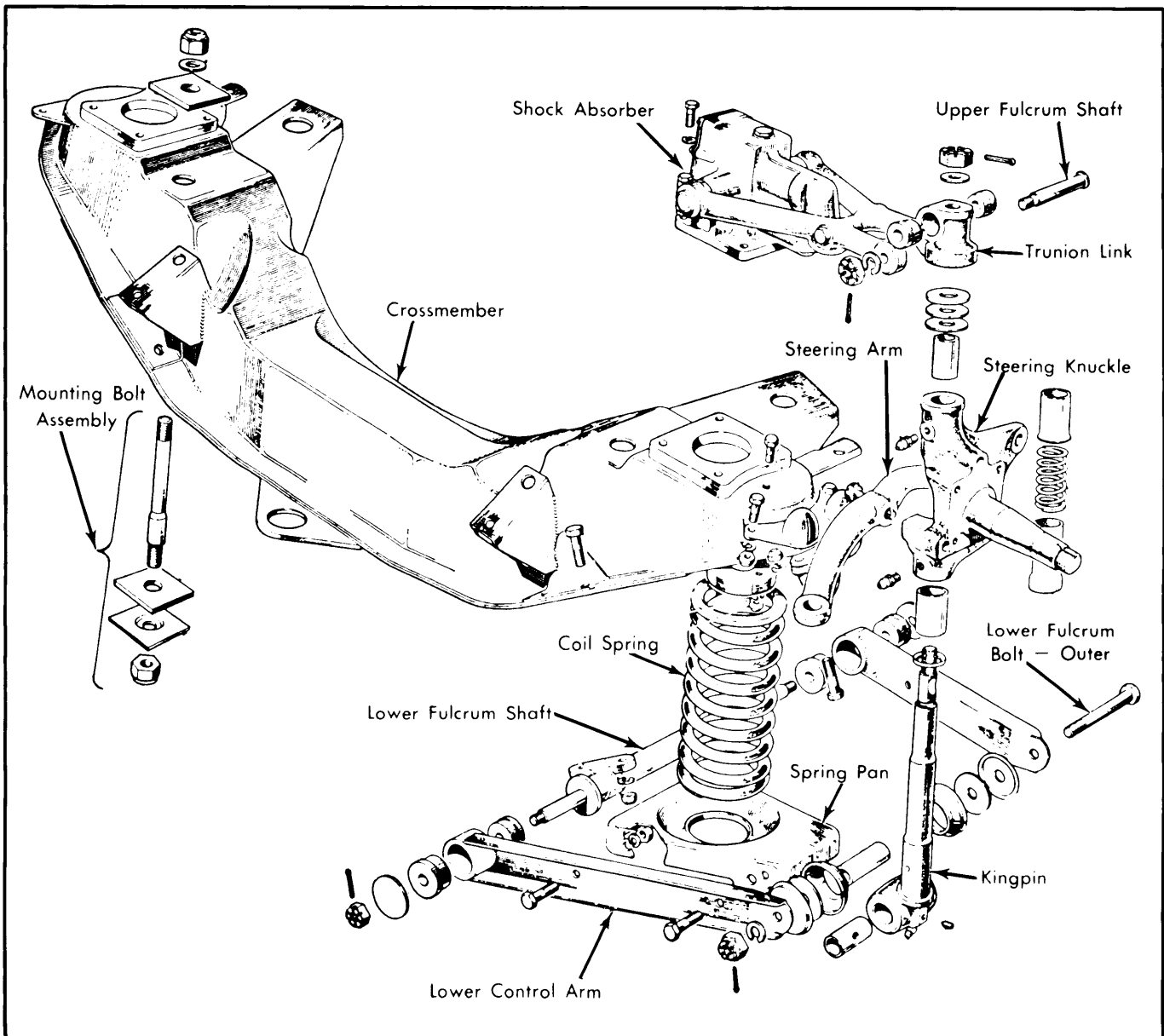


Fig. 1 Exploded View of Front Suspension Components for Part Identification

Front Suspension

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Installation — To install, reverse removal procedure and note: Shortest spring pan screw must be fitted to rear hole closest to wheel.

SHOCK ABSORBERS

Removal — 1) Raise front of vehicle and place on safety stands. Use a floor jack placed under spring pan and raise spring until shock absorber is clear of rebound bumper.

2) Remove cotter pin and remove castle nut from fulcrum bolt. Loosen clamp bolt and center bolt on shock absorber arm.

3) Drive out fulcrum pin. Pry shock absorber halves apart and swing trunnion out of way. Wire steering knuckle to crossmember in an upright position. Remove 4 bolts mounting shock absorber to crossmember and slide out shock.

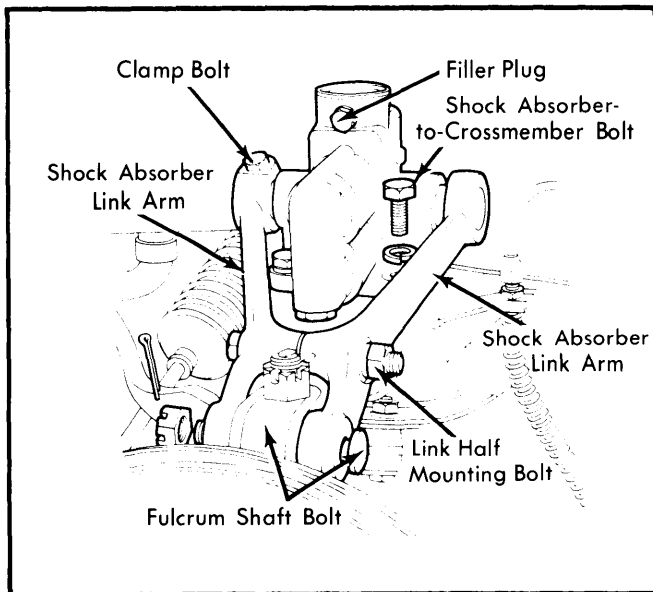


Fig. 2 Shock Absorber Removal

Inspection — 1) Place shock absorber vertically in vise. Remove filler plug. Move shock absorber levers back and forth to ensure they are firm and also to bleed air from housing. Recheck fluid level, fill to plug opening.

2) Check trunnion bushings to make sure they are not deteriorated or severely worn. Replace bushings if necessary.

Installation — To install, reverse removal procedure and note: Grease kingpin.

LOWER CONTROL ARMS

Removal — 1) Raise and support front of vehicle. Remove tire and wheel. Remove coil spring as previously outlined.

2) Remove cotter pin and castle nut mounting lower control arm link at kingpin. Remove cotter pin and castle nut mounting control arm link to pivot shaft.

3) Support hub assembly. Pull off front control arm link. Pull out control arm link mounting bolt at kingpin and force off back control arm link.

Inspection — Replace any bushings that show signs of excessive wear.

Installation — To install, reverse removal procedure and note: Make sure thrust washers face bushing correctly. Tighten castle nuts with vehicle weight on ground. If cotter pin cannot be fitted, tighten nut to next opening. Grease kingpin.

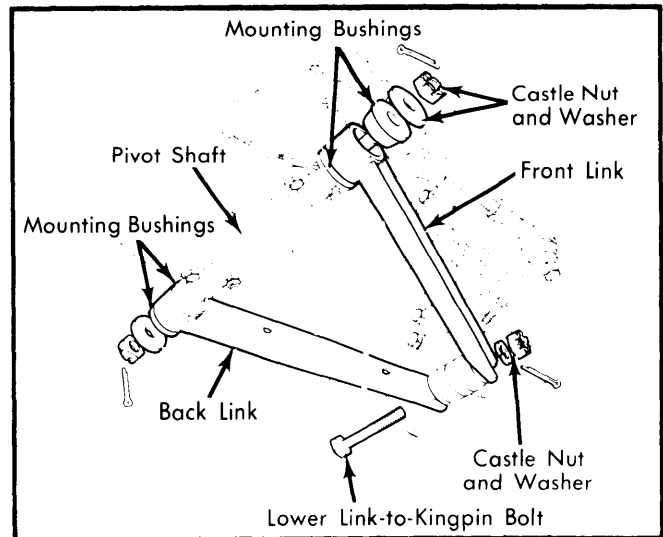


Fig. 3 Lower Control Arm Removal

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) Raise jack under spring pan. Loosen 2 bolts mounting lower arm link to the spring pan. Remove kingpin fulcrum bolt. Separate lower control links. Remove kingpin and spindle assembly. If necessary, kingpin can be separated from spindle assembly.

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.

STABILIZER BAR

Removal — 1) Raise and support front of vehicle. Disconnect stabilizer bars at lower control arm links.

2) Remove bolts mounting bushing clamps to body. Slide stabilizer bar from vehicle.

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3) Pry mounting clamps away from bushings and slide bushings off stabilizer bar. Force link mounting bushings from each end of stabilizer bar. If bushings show signs of wear or severe deterioration, replace with new parts.

Installation – To install stabilizer bar, reverse removal procedure and note: If stabilizer bar is replaced put old locaters $9\frac{5}{16}$ " from center of new stabilizer bar.

FRONT SUSPENSION ASSEMBLY

Removal – 1) Raise and support vehicle. Remove tire and wheel. Disconnect tie rods from steering knuckle. Disconnect stabilizer bar at lower control arm connecting links.

2) Remove 4 bolts mounting steering rack to crossmember. Tie rack to stabilizer bar.

3) Disconnect brake hose at bracket. Plug openings. Place floor jack under crossmember.

4) Put rods through holes in crossmember to retain body to crossmember studs. Loosen both REAR stud lock nuts keeping crossmember to body.

5) Work inside of engine compartment and remove lock nuts and washers from both FRONT mounting studs. Remove mounting pad from each rear stud. Lower suspension from vehicle.

Installation – To install suspension assembly, reverse removal procedure and note: Make sure all mounting pads are aligned. Make sure that REAR stud clamp plates have depressions facing toward mounting pad. Bleed brake system.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Shock Absorber Bolts	44 (6.1)
Brake Caliper Mounting Bolts	43 (6.0)
Crossmember-to-Body	55 (7.6)
Shock Absorber Pinch Bolt	28 (3.9)
Lower Control Arm Nuts	28 (3.9)
Stabilizer Bar Link Nut	60 (8.3)
Kingpin Nut	68 (8.3)