

MG MIDGET

Midget

DESCRIPTION

Suspension is a control arm coil spring type. Shock absorber is a lever arm type and acts as upper control arm. Shock absorber is bolted to crossmember and attached to steering knuckle. Lower control arm is attached to frame and steering knuckle with fulcrum shafts. A coil spring is mounted between lower control arm and crossmember. A stabilizer bar is attached at each side to the lower control arm by a link.

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.

REMOVAL & INSTALLATION

COIL SPRINGS

Removal — 1) Place a wood block under shock absorber lever arm rubber stop. Raise and support vehicle on jack stands. Remove wheels.

2) Using a suitable compressor (18G 153) collapse spring. Remove nuts and bolts securing spring seat to lower control arm. Release spring pressure and remove spring.

Inspection — Before reinstalling coil spring make sure free length of coil spring is 9.85" (250 mm). Also, check that under a load of approximately 735-765 lbs. (331-343 kg) spring height is 7.08" (180 mm).

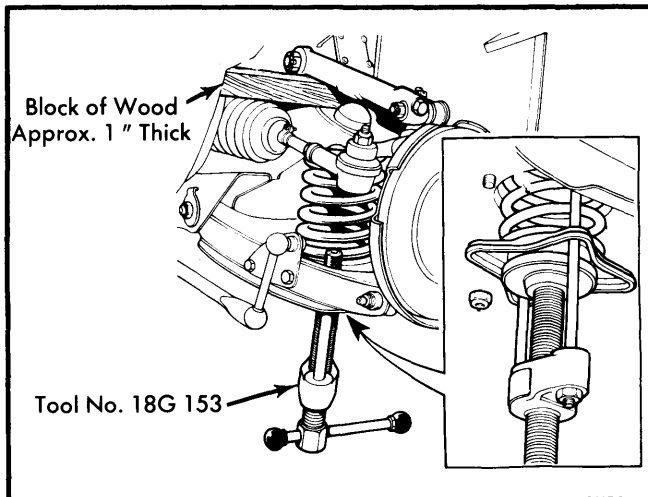


Fig. 1 Where to Place Tool When Compressing Front Spring for Removal

Installation — To install, reverse removal procedure. Remember to remove wood block.

STABILIZER BAR

Removal — Raise front of vehicle and place jack stands under front suspension. Remove screws and nuts to release end stops from stabilizer bar. Remove bolts mounting stabilizer bar rubber bushing bracket. Remove nuts mounting stabilizer bar links and remove from vehicle.

Installation — To install, reverse removal procedure and tighten all mounting hardware.

STUB AXLE ASSEMBLY

Removal — 1) Remove front spring as previously outlined. Separate tie rod ball joint. Remove brake assembly. See *Midget* in *BRAKE* Section.

2) Remove dust shield. Separate stabilizer bar from lower arm. Remove clamp bolt at shock absorber. Remove trunnion link bolt. Remove bushings from trunnion link.

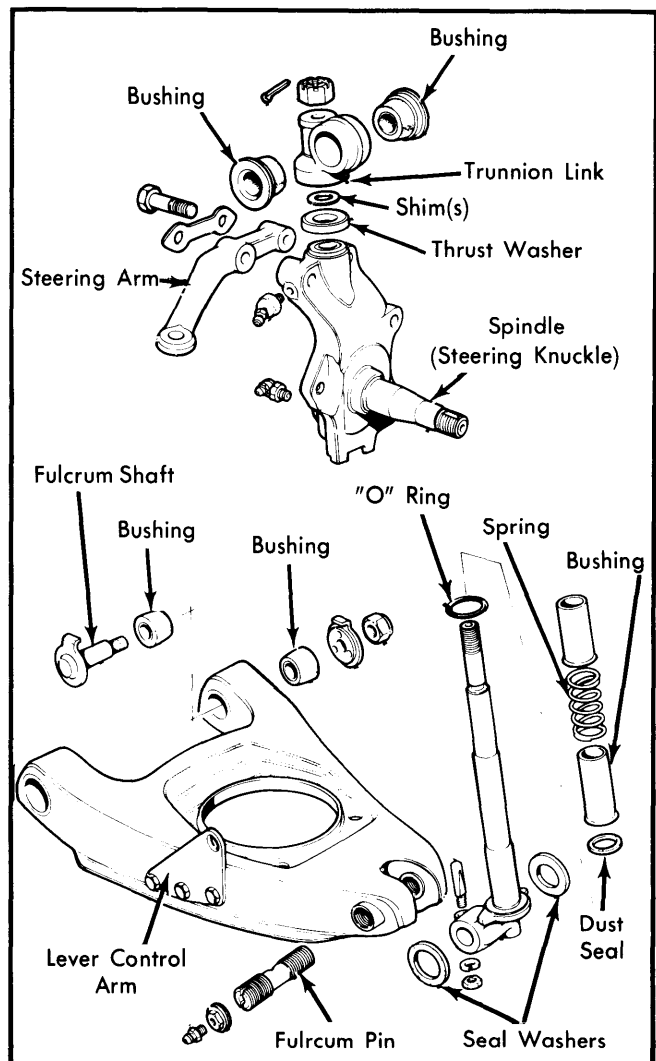


Fig. 2 Exploded View of Front Suspension Components

Front Suspension

MG MIDGET (Cont.)

3) Remove nuts, washers, and fulcrum shaft from inside end of lower control arm. Force lower control arm down and remove from vehicle. Remove lower control arm bushings.

4) Remove upper kingpin mounting nut. Remove trunnion link with thrust washers and shims. Pivot out kingpin and separate spindle from kingpin.

5) Remove nut and take out fulcrum shaft. Tap out kingpin. Separate dust seal. Remove "O" ring. Take out steering arm mounting bolts and separate steering arm from spindle (steering knuckle).

Installation — 1) Install new bushings with lubricating hole in bushing aligned with hole in kingpin. One end of bushing will easily enter housing. Bottom bushing must be flush with recess in housing. Ream bushings as necessary.

2) Fit dust seal. Install steering arm. Assemble kingpin to lower link arm by screwing fulcrum shaft into lower link. Use new dust seals. Install cotter pin.

3) Coat new "O" ring with oil and fit in bottom of kingpin. Fit thrust washers over kingpin. Refit shims.

4) Install trunnion with bore toward kingpin. Fit mounting nut. Check movement of kingpin from stop to stop, slight resistance should be felt. Make sure there is no vertical movement. Add or subtract shims to increase or decrease resistance.

5) To install the remaining components, reverse removal procedure.

SHOCK ABSORBERS

Removal — 1) Raise and support front of vehicle. Remove front wheels. Place jack under outer end of control arm and raise until shock lever arm is off its rubber stop.

2) Remove nut and bolt from fulcrum shaft and remove shaft. Remove bolts holding shock absorber to frame. Remove shock absorber.

NOTE — *Jack must remain under lower control arm while shock absorber is removed from vehicle.*

Installation — To install, reverse removal procedure and tighten bolts securing shock absorber to frame to 25-30 ft. lbs. (3.5-4.2 mkg).