

Steering and Suspension

Steering is by rack and pinion, and gives a ratio of 3.0 lock to lock. The steering rack is pre-packed, and requires no lubrication unless the rubber gaiters are damaged and have to be renewed.

The lower steering column is located in the front chassis bulkhead by a special bush. This is of necessity a good fit, and if the movement of the steering wheel shows any tightness, this bush should be sprayed with WD40 oil.

Suspension is fully independent, using coil springs and co-axial heavy duty, double acting, hydraulic shock absorbers. The suspension incorporates double tubular wishbones, with steel vertical pillars at the front, and light alloy vertical pillars at the rear.

There are three greasing points on each side of the car, disposed as follows:

Front (Fig. 33) – Grease nipple 'A' on lower front wishbone ball joint.

Rear (Fig. 34) – Grease nipple 'B' on lower rear wishbone pin.

Grease nipple on drive shaft 'C' outer universal coupling.

For greasing, jack up each wheel in turn until clear of the ground.

Speedometer Drive. This is on the inner side of the right-hand hub assembly (left-hand on l/h drive cars). Grease should be inserted at 6000 and 12000 mile (10000 and 20000 km) intervals. To grease, remove the stud in the top of the unit 'D' (see inset of Fig 34), and using a piece of cloth as a grommet, force in a small quantity of grease from an injector; replace the stud. *Note: The run of the speedometer drive cable is vital and fitting a new cable should be done by your AC dealer. (See detailed drawings on Page 39 for cable run).*

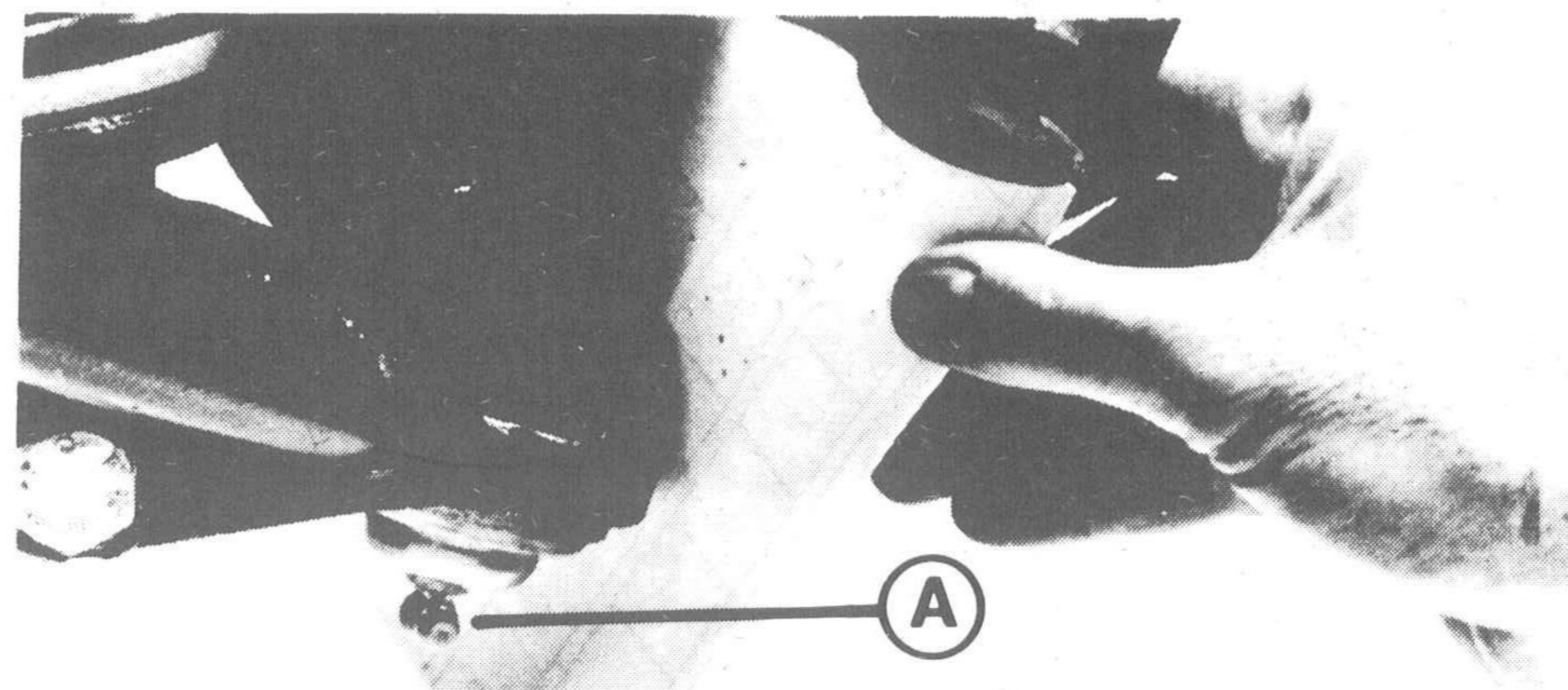


Fig 33

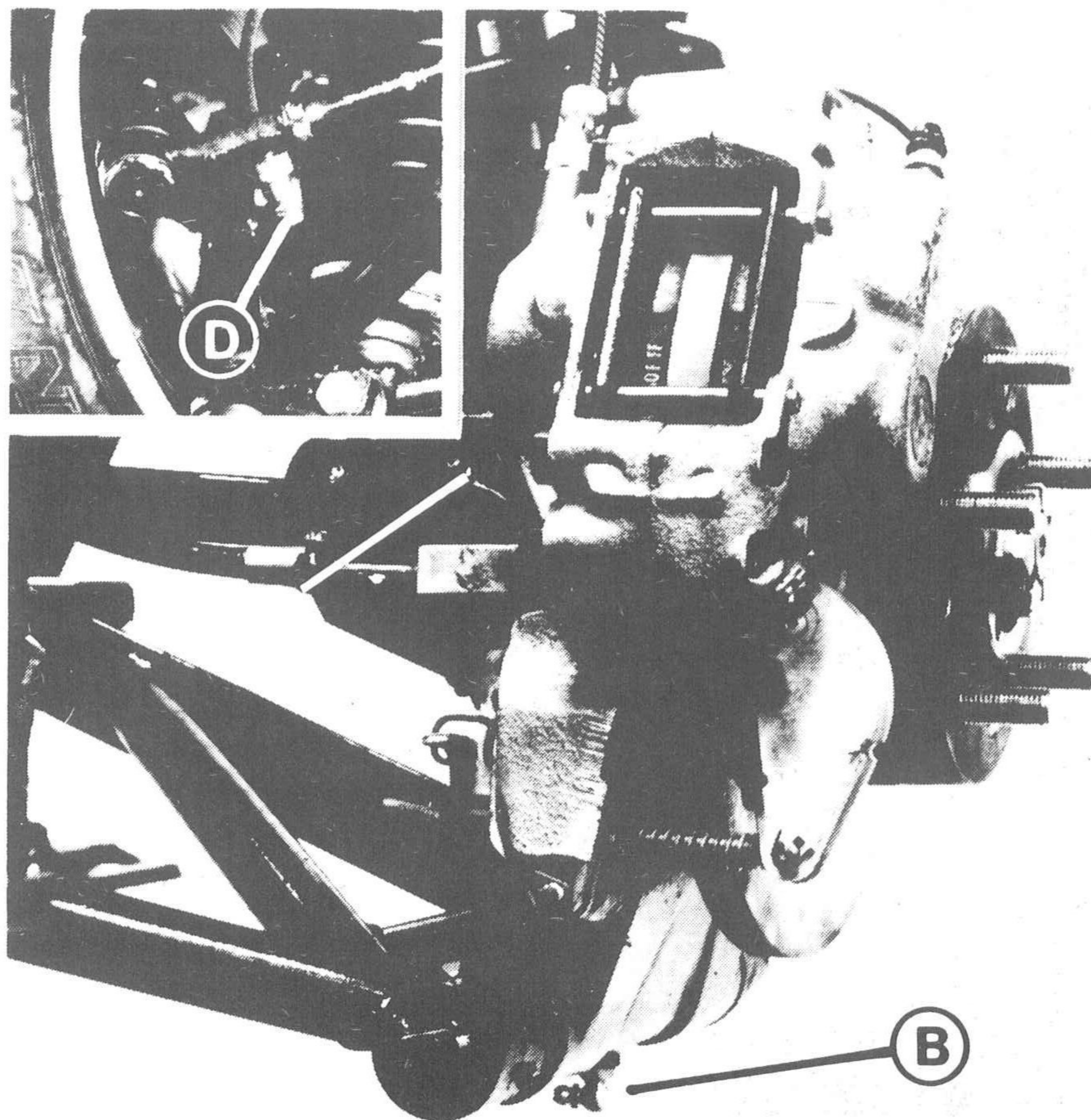


Fig 34