



DAVID EVERETT  
EXPLAINS JUST  
HOW NOT TO  
TACKLE A LITTLE  
PLAY IN HIS  
KING PINS!

## C-V8 Suspension Strip-Down

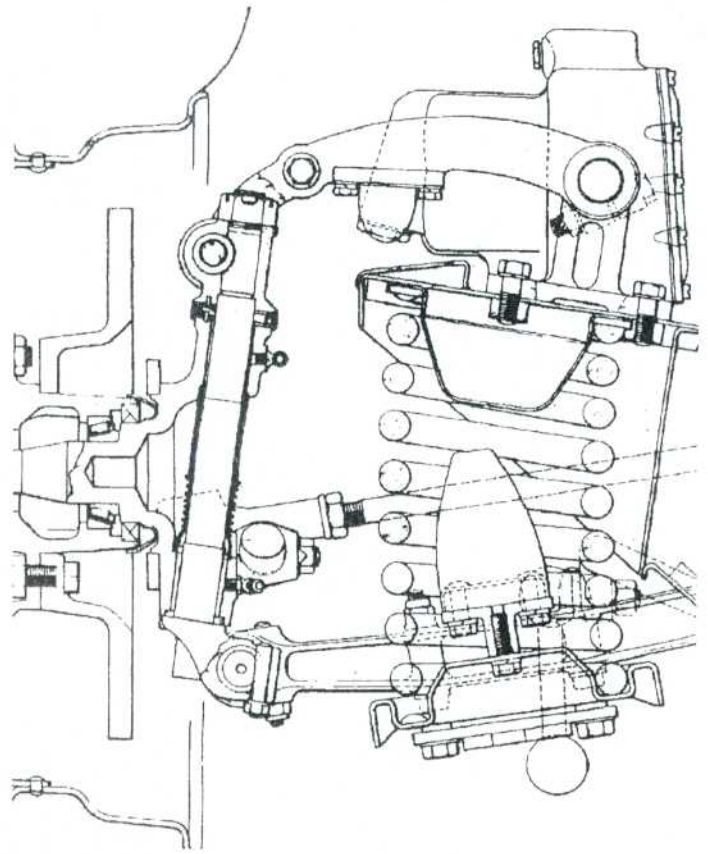
I have just taken down and replaced the coil springs of the front suspension of my Mk.1 C-V8. This is the story of how I did it.

You will gather from the following that I am not not gifted with mechanical competence, but somehow managed to muddle through the job with the help of a couple of mates. Before starting the job and asking round for advice, I foolishly listened to someone who has worked on MGBs, because there is a slight design similarity to the C-V8's suspension, or so I was led to believe. This is the way **not** to take the suspension down but with a solution which worked so that I did redeem myself in the end!

The car was already on axle stands, of course. My adviser suggested that the king pins were removed first. This was done by jacking up the underside of the spring pan, removing the trunnion pin retaining bolts and driving out the trunnion pin with a drift punch. In went the punch and out came the the trunnion pin but the punch stayed put, jammed because there was still tension in the spring. Fortunately I was able to extract it using much brute force and more ignorance and yet another punch plus mole grips etc... which eventually did the trick. That was the first inkling I had that this was not the correct way to do things. However having started I had to finish.

Now that the king pin assembly was swung out of the way, it would be an easy matter to jack up the spring pan a bit more and remove the bolts holding it up to the wishbones. Imagine my surprise when the car lifted off the axle stands as I tried to take the tension off the spring pan bolts using the jack under the spring pan to relieve the tension in the bolts. There was still one heck of a lot of tension left in the spring and it was bowing out quite alarmingly.

Perhaps a bit late in the day, but now the thinking cap was put on. Some 3/8" threaded bar, nuts and washes were obtained to make temporary replacement bolts for the spring pan. I made these bolts about 4" long. Also a quick trip to the hire centre to get a pair of spring compressors, the type that hooked onto the outside of the spring coils and you screw up to compress the spring. Next snag was that the



**Complicated, innit? DO NOT strip down your C-V8 front suspension (unless you have to. . .)**

hooks did not have sufficient outreach to allow the screw to pass by the wishbones. And no, the hire company did not have any other type and could not suggest any other way of solving the problem. At least they did not charge me for the hire which was the first bit of good news in this saga.

Thinking does work. The local scrap merchant let me have some 1" thick steel so two new hooks in the same style as the hire tool but with greater out reach were fashioned with hacksaw and 1/2" drill bit. These allowed the spring compressor screw rods to hang down past the wishbones.

Now it seemed that I ready to get the spring down. So, screw up the spring compressors, support the spring pan with a hydraulic jack, replace the spring pan bolts one by one with the extension ones previously made and move the anti roll bar link out of the way. The steering linkage had already been cleared away. The idea was pretty good in theory, the only thing to let me down were was the length of the extension bolts. As it was, when there was no more thread

10 YEAR GUARANTEE  
(UNDER CERTAIN CONDITIONS)

"Gold Service"

Announcing our new "Gold Service" in addition to our "Waxoyl under high pressure" service available since 1987.

Our customers can now choose between injection with classic waxoyl (proven over 25 years) or new GOLD SERVICE

\* Underbody pressure wash.

\* 10-20 endoscope photos of all cavities prone to rust.

\* Injection of our own powerful - super penetrating rust converter (not to be confused with the usual cheap and cheerful tannin based converters).

\* Injection of steelguard. A rustproofing treatment in its own right. Formulated to meet requirements of MoD Px 24 for spraying into engines of Harrier jump jets after landing & shutdown on aircraft carriers. Incredible de-watering/creeeping/penetrating properties. Lays down ultra thin film of very powerful rust inhibitors.

\* Injection of our own "dual indicator" coating bought in from the "IBM" of anti-corrosion formulation manufacturers in the US. A metallic flake ensures easy identification of coverage with endoscope. An ultra violet indicator is also added for further inspection with U.V. light if needed.

\* Underbody wax seal COLOUR MATCHED EXACTLY TO YOUR CAR'S BODY COLOUR FOR INSTANT CONCOURS FINISH! We guarantee exact colour match on solid colours and even on metallic colour a close or perfect match (dries to matt finish). (Impact resistant additive added for wheel arches.)

\* re-take of 10-20 endoscope photos to show 100% coverage of cavities.

\* Customer receives customised binder to hold certificate & photos & yearly or 2 yearly endoscope photography inspection record

\* Endoscope inspection photography to be carried out yearly or 2 yearly (separate charge).

GUARANTEED NO MESS OR STAINS.

THERE IS ONLY ONE

## BEFORE 'N' AFTER MOBILE RUSTPROOFING

PRACTICAL CLASSIC - APRIL '89 "We'd highly recommend Chris's services"

JAGUAR WORLD - SEPT '92 "In depth knowledge of rustproofing"

"We were impressed with the thoroughness of the operation".

"We believe it is madness to use an older car regularly without rust protection"

CAR MECHANICS - DEC '93 "Chris uses a very high pressure water jet & seeks out every nook and cranny. Not until he is convinced that the underside is spotless will he proceed!"

"Very efficient mobile service"

"WAXOYL UNDER HIGH PRESSURE" SINCE 1987!  
We come to you. Phone 0836 623 857

5 YEAR GUARANTEE  
(UNDER CERTAIN CONDITIONS)

WAXOYL UNDER HIGH PRESSURE

OR OWN MANUFACTURE  
BEFORE & AFTER ONE STEP  
WITH 5 YEARS GUARANTEE  
(UNDER CERTAIN CONDITIONS)

OPTIONAL EXTRA  
COLOUR MATCHED WHEELARCHES  
(SEE GOLD SERVICE)

\* Endoscope inspection

\* Underbody pressure wash

\* All panels, sills, cavities etc pre-treated with STEELGUARD (MoD approved) for complete moisture displacement, and ultra high penetration, then injected with WAXOYL under high pressure.

\* Underside/box sections etc, pre-treated with Steelguard then black Waxoyl (for clear on pristine, original or concours rebuilds)

\* No mess, no visible holes

\* Money back guarantee Full refund given if any cavity has been less than 100% covered! Guaranteed transferable with ownership!

\* Embossed, registered certificate

