

## Emma gets a replacement shock absorber:

When I first bought Emma the front right hand wheel jumped up and down like a lunatic. Always ready to try the simple solution first I topped up the shock absorber with 100ml of Penrite oil. 200 miles or so later the oil had leaked out sufficiently for the wheel to start jumping up and down again, time for a permanent cure.

The first port of call was the MGB Hive as reconditioned replacement shock absorbers are a reasonable £39.50, but unfortunately they were showing Nil Stock. On the plus side the abandoned chassis I bought off Mark Sadler had a couple of good shockers that were not leaking and had a full complement of hydraulic fluid. One was quickly liberated from the bottom garage, cleaned and painted.

### Notes.

*The shock absorbers are not handed but it's worth putting the middle bolt in the shock absorber arms so the nut is facing to the rear of the car.*

*When the pin that connects the shock absorber arms to the trunnion at the top of the kingpin is removed the front road spring has a mind of its own. **“DO NOT JACK THE CAR UP UNDER THE CENTRE CROSSMEMBER!”***

### Fitting the replacement shock absorber:

1. **Jack the car up under the bottom wishbones** until the wheel is just clear of the ground then lower it a fraction until you just cannot rotate it (this stops the top of the kingpin flopping in or out and damaging the brake pipe).
2. Loosen the bolt that clamps the two shock absorber arms together.
3. Remove the split pin and castle nut from the pin that goes through the end of the shock absorber arms and the trunnion at the top of the kingpin and gently tap the pin out.
4. Remove the four bolts that hold the shock absorber in place and remove the shock absorber.
5. Clean the area and all the nuts, bolts and washers.
6. Loosen the bolt that secures the two arms on the replacement shock absorber and turn it round if necessary so the nut is to the rear.
7. Bolt the replacement shock absorber in place.
8. Press the shock absorber arms down; if necessary move the top of the wheel to line up the trunnion so it passes between the shock absorber arms.
9. Clean the pin and refit it, I put the faintest smear of red rubber grease on it to help prevent corrosion and make it easier to remove next time.
10. Lower the car off the jack.
11. Fit and tighten the castle nut using a new split-pin.
12. Tighten the nut and bolt in the centre of the shock absorber arms.
13. Re-tighten all the disturbed nuts and bolts after 100 miles.

This is a fairly easy job that can be completed in under an hour.







