

Suspension Arm Bearings

When I stripped down the rear suspension on "Firebird" to fit the parts for coupling both spring/damper sets to the single rear wheel, I found that there was no split pin holding the castellated nut, which was loose and battered.

Looking at the Lomax build manual, you will see that on Page 3 the instruction to:-

"Tap the castellated nut ----- using a drift"

Please don't do this as you will gradually destroy the nut and you have no control of the tightening torque.

A suitable spanner can be bought from almost any of the specialist suppliers or you can make one.



The manual then goes on to state:-

" --- tighten up the large collar (for this read castellated nut) and then slacken off by about ¼ of a turn."

NO! NO! NO!

This will leave excessive play in the taper roller bearings which will soon lead to bearing failure as shown.

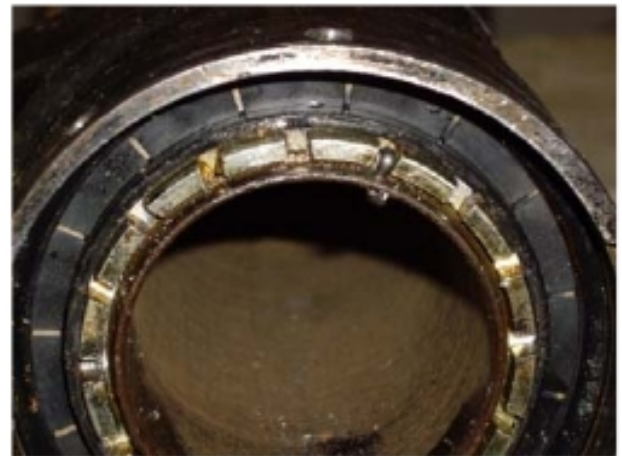


The rear wheel of a 223 does what two wheels did in the donor car, it also generates a greater offset load on the bearings from the arm

extension.



Use your castellated spanner together with a torque wrench to tighten the nut to 35-40lb. ft. (4-4.5Nm.) then back off the nut until the first available split pin hole lines up and fit a suitable split pin.



This will ensure that the loads are carried by the whole bearing assembly and not just a very small part of it. Should give better handling too.

GOODBYE TO NASTY NOISES FROM YOUR BACK END!

Sorry for preaching to the converted but some obviously believe the Lomax manual to be a gospel.

John and Margaret Plaister (301)