

Droop

Do you suffer from DROOP? It's not good is it!

If you own a Pembleton or a car with open suspension springs which sag, it can not only be a source of rattling but can actually damage tie rods and/or mountings. This could lead to a potentially dangerous situation. Here is my method of solving it.

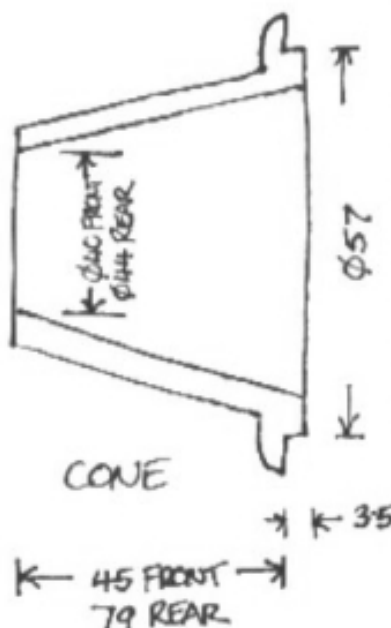
Firstly, obtain three Austin mini alloy suspension 'cones', the ones about a foot long. You will need the flanged ends only; two-off 50mm long from spigot and one-off 85mm. These lengths are for use with the shorter length tie-rods.

Bore a hole in the end of the spring tube cap. This removes the bronze bush/felt seals etc and fits within the spring locating bits.

From 050 alloy bar, make adaptors to fit between the chassis suspension support tubes and the cones (see sketch).

After machining the 'cones' to fit onto the spigots, bond them together using 2-part araldite or similar. When assembled and the springs loaded up, 'droop' was minimal. If all our problems were so easily solved guys!

Sketches should be read in conjunction with the photos.



Ken Hanna (SLC Chassis) informs me that rigid spring mounting was done originally by Citroen on the 'Acadiane' and later on the Ami and AK400 models (By rigid, I mean without the rubber 'doughnuts' behind the spring box).

Should any one require further info, please ring on the number given in the handbook

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