

REAR SHOCK ABSORBER LINKAGE.

Owing to the fact that the rear shock absorber linkage is assembled and tightened up at the chassis stage, the angle of the connecting link differs considerably from its position when normally loaded with the body, and a permanent strain is imposed on the silentbloc bushes when in the normal operating position.

In order to relieve this strain, the present method of assembly is to leave the final tightening of the silentbloc bushes until the car is normally laden with the body, and in order to ensure that this condition applies to cars already in service, it has been decided to take action on existing cars when they are available at Service Depots by slacking off the silentbloc fixing bolt at the lower end of the forked connecting link between the shock absorber arm and the knuckle joint on the axle. After slacking off, the car should be bounced a few times and allowed to settle in the normally loaded state, after which the bolts should be retightened.

When retightening, it should be observed that the silentbloc at the extreme lower end, i.e. the one pointing forward, is free from strain. If the strain has not been released properly, the spindle to which the silentbloc is fixed will appear to be tilted relative to the knuckle joint. This condition should not exist in the normally laden position.

Will Retailers and Service Depots please notify the London Service Depot of the chassis numbers whenever this alteration is carried out.