

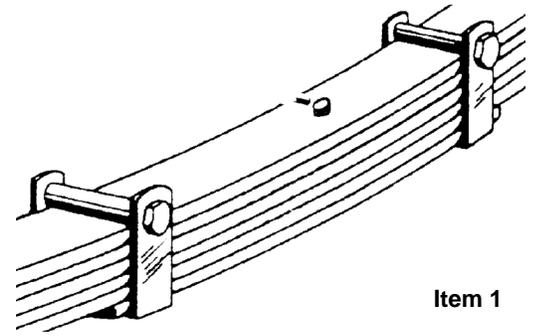
The Morgan Shop

Robert Couch



How to make the rear of your Morgan ride a bit softer

I found out years ago when I started to restore Morgans that they sure can ride a bit stiff, especially when fitting new suspension parts to a car. One of the areas that I looked at was the rear springs. I found that new springs from Morgan usually come painted together, that's right even paint between the leaves. The first set that I took apart and cleaned and then reassembled with grease between the leaves made a difference in the ride at the rear of the car. So I have been doing this for about 25 plus years now and when I put a new set in a car and don't clean and grease the springs I do notice a difference in the ride quality. I have never had any luck reconditioning the rear springs as they are so small that the reconditioning does not seem to last long. So if your springs are worn a new set should be purchased and installed. Forget about getting springs made here in the States, the smallest spring width made here is 1 1/2 and Morgan springs are 1 3/8. If you are going to use your old springs it might be a good time to replace the end eye bushings, u-bolts/lower plates, and center bolt. These items tend to take quite a beating. Morgan Spares Ltd. has all the parts in stock that might be needed for the job.



Item 1

First remove the through bolt and spacer tube on springs that have clips like this

(Item 1):

or use a

hammer and chisel to bend back the folder clip like this (Item 2):



Item 2

Mark the end of each spring with a center punch so that the leafs can be reassembled the right way around, there is a forward and backward to the leafs. Remove the center bolt. This bolt has a 5/16 BSF thread so don't throw the nut away. This is a weak point in the rear springs. This bolt is known to loosen and even break off and in combination with loose u-bolts the spring begin to move all over the place. If the bolt shaft or threads are in bad condition replace it with a new one. If the bolt and nut are okay then set them aside, clean-

ing them really well so that a liquid thread-locker can be used upon reassembly.

Each leaf can now be cleaned down to bare metal. I use a glass bead cabinet to do my springs (Item 3).

I use a black spray paint on the leafs, using just enough to cover the bare metal. Now the leaves are ready to brush some grease on. I use wheel bearing grease (Item 4).

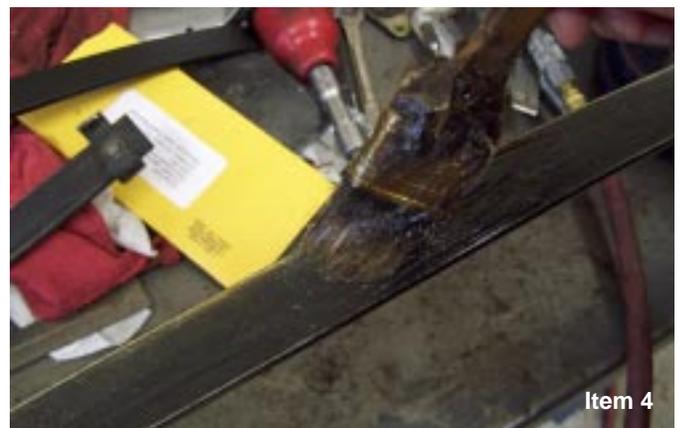
The springs can now be reassembled. The best way to retain the center bolt nut is to use an internal tooth star washer and liquid red thread locker. The folder type retainers can be squeezed in a vise and the ends hammered down flat.

I also wrap my springs with a good brand of electrical tape to keep out dirt though this does not need to be done (Item 5).

Reinstall the springs and enjoy a ride that's a little bit better.



Item 3



Item 4



Item 5