

MIDDLEBRIDGE FRONT & REAR SUSPENSION OVERVIEW

Wishbones

Ball joint holes in top wishbone are not on wishbone centre line. Inner hole is set lower than outer hole in order to give improved angular travel and prevent ball joint knuckle restriction.

Generally agreed that if good quality rubber bushes can be found then for road use they are better than Poly bushes (original bushes were 'Clayflex' make).

MB50 wishbones bushes are Superpro: Top SPF288A Bottom SPF288.

Lower Wishbone Arms



Warning!

It is known at least three MB's suffered breakage of wishbone arms. See above Note for possible cause.

Also, wishbones have been seen bent in fore/ aft direction. Check and replace where necessary.

Vertical link issue:-

Vertical links known to snap in region above threaded portion. Suggested failure caused by stress raiser due to corrosion or insufficient radius at critical points.

Also, failure at elbow just below the top ball joint. Possibly caused by poor spec'n. ball joint having insufficient angular movement and loading the VL. Or trunnion tightly clamped between wishbones (?).

Rear Anti-roll bar and Drop Links

Anti-roll bar from Vauxhall Carlton Estate. Rubber pads also Vauxhall (Pt No: VM 9006699439).

When purchased MB50 drop links found to be bent! Measurements found wrong geometry (links too short). Replaced with longer links (75mm) from Chevette/ Ascona/ Kadett/ SS1. DELPHI TD272W. (July2019 update: 6,000 miles later and no sign of stress).

SuperPro poly bush kit [SPF2092BK](#) suits the drop link.

Trailing arm bushes

To remove bushes, set on fire then cut through sleeve.



Wishbone mounting brackets

11. TRIM

Wind screen

Seal filler trim

is 11mm wide flat back (Contina MK1)

RELIANT

Reliant Motor Ltd

Tamworth, Staffordshire B77 1HN, England · Telephone: Tamworth 250000 · Telex: 341051 · Fax: 282391

TO: ALL REGISTERED KEEPERS OF SCIMITAR GTE
3 LITRE CARS PRODUCED BETWEEN 1976 AND 1979.

JULY 1989.

1976-79 SCIMITAR GTE 3 LITRE FRONT SUSPENSION BRACKETS.

We have recently received reports of the possibility of cracking of the lower wishbone mounting brackets used on Scimitar GTE (3 litre) vehicles produced between 1976 and 1979. This cracking appears to result from excessive loadings on the steering mechanism (due to hard kerbing, severe pot holes, etc.) at some time during the life of the vehicle. Cracking of one of the brackets can ultimately lead to failure and subsequent collapse of the suspension.

The lower wishbone mounting brackets fitted to the later 2.8 litre cars were of different manufacture and have been used as service replacements since 1979. The earlier and later brackets can be identified by referring to the picture on the reverse of this letter.

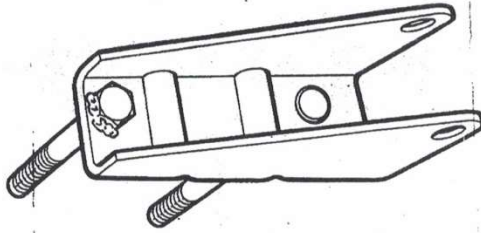
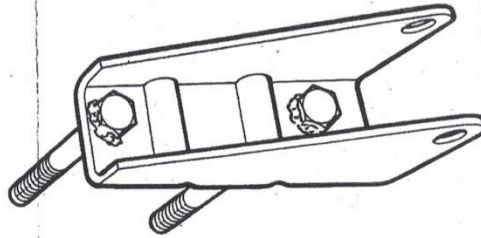
These vehicles are now between 10 and 13 years old, and in many cases the service history will be unknown. However, because of the possibility of the condition, we recommend that in the interest of safety you arrange for the four mounting brackets fitted to your car to be examined and, where the earlier type brackets are fitted, these should be replaced by those currently serviced. Any replacements found to be necessary will be the responsibility of the owner. Parts may be ordered through any of the Scimitar Dealers shown on the enclosed Scimitar Dealer list.

While this letter is not a recall notice covered by the Motor Industry Code of Practice, the Department of Transport are aware that we are providing this advice to all registered keepers of the affected Scimitar 3 litre vehicles currently on the DVLC Swansea files.

Service Department.

FRONT SUSPENSION LOWER WISHBONE MOUNTING BRACKETS

RELIANT PART NUMBERS:	QUANTITY PER CAR	TYPE OF STEERING
211305	2	MANUAL
211306	2	LH SIDE RH SIDE
		RH SIDE LH SIDE
EARLIER TYPE		LATER TYPE (2.8 LITRE CARS)



PART NO. 211306 ILLUSTRATED - MOUNTING STUD OFFSET TO THE RIGHT HAND SIDE OF THE BRACKET. PART NO. 211305 IS SYMMETRICALLY OPPOSITE.

NOTE: THE LATER (CURRENTLY SERVICED) BRACKETS ARE FITTED WITH A FLAT HEADED STUD AT THE LOWER FIXING.

Yet another awesome update from the owner of MB 50.
Thank You, Mick and the MESS.