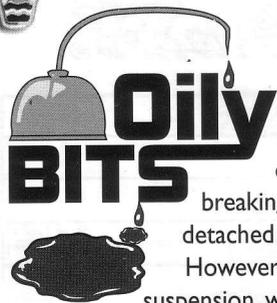




# ANOTHER POINT TO CHECK ON OUR REAR SUSPENSIONS



Most members will be aware of the possible problems P6 cars can experience in the area of rear suspension, due to age and corrosion. I am referring in particular to the De Dion elbow breaking across the bottom section and the top link assembly becoming detached from it's top mounting.

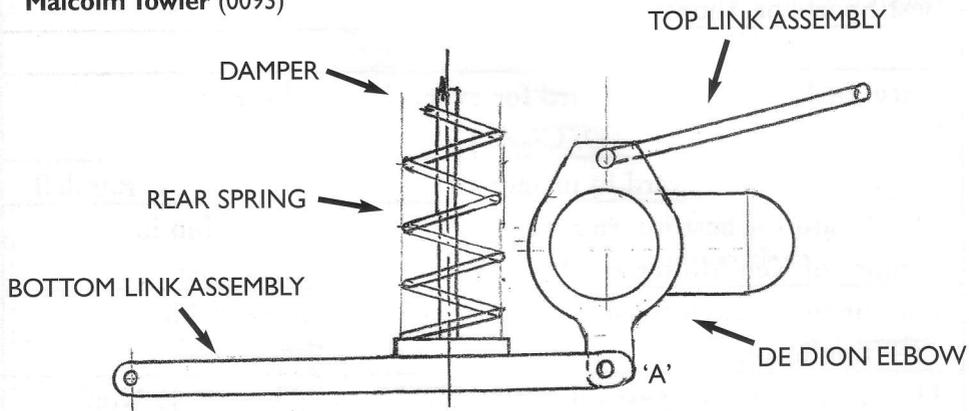
However, I recently experienced a different type of failure with the rear suspension, which, if it occurred at speed could have had very serious consequences. The problem concerns the bottom bolt to the De Dion elbow, with corrosion allowing the suspension bolt to become dislodged. As a result of this, the bottom link assembly becomes detached and is then forced down onto the ground by the rear spring.

Fortunately when I experienced this failure, it occurred at very low speed on a grassed area with no injuries, but it could have been considerably worse. I normally check the rear suspension weak points at regular intervals, but not being aware of anybody else having reported this type of failure, my inspections did not identify this point. Hopefully if members are aware of this, they can take the appropriate action and check this item at regular intervals.

I have sketched the area of the rear suspension showing the detail of the failure, which hopefully will assist members when checking their cars.

Should corrosion be detected, it is comparatively easy to have strengthening plates/washers welded onto the elbow in the area of the bolt location hole, at least until a decision is made as to whether a new elbow is to be fitted.

**Malcolm Towler (0093)**



CORROSION HERE ALLOWS DE DION ASSEMBLY TO ROTATE BACKWARDS, RELEASING BOTTOM LINK ASSEMBLY, WHICH IS THEN FORCED DOWN BY THE REAR SPRING

