

NO. 73/z/3



# Recall Campaign Bulletin

**SUBJECT:**

RECALL CAMPAIGN B.177  
Front Suspension Arms  
and Steering Lock Stops

**MODELS:**

**MARINA**

August 1973

Field reports indicate, on early production Austin Marinas, there is a possibility the steering rack tie rods could bend if the steering wheel was turned onto full lock and the front wheels then forced up against a curb or similar object.

At V.I.N. 124 front wheel lock stops, in the form of a large nut at the outer lower pivot of the front suspension, were installed on production. It is necessary to install these lock stops on all Marinas prior to V.I.N. 124 and check the tie rods for damage.

In addition, at V.I.N. 359, stronger lower suspension arms were installed on production and, although no cases of bent suspension arms have been reported, it has been decided to bring earlier vehicles (prior to V.I.N. 359) up to current production specification by installing two stronger lower arms (see service procedure attached).

VEHICLES INVOLVED

- a) 16 vehicles up to V.I.N. 123 (inclusive) will require both lock stops and lower arms.
- b) 109 vehicles from V.I.N. 124 to V.I.N. 358 (inclusive) will require lower arms only.

DEALER VEHICLE CAMPAIGN LIST

Enclosed is a "Dealer Campaign List" listing all affected vehicles which, according to our records, were invoiced to you. Use this list as a work sheet and check off each vehicle as it is campaigned.

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Also enclosed is one computer prepared "Campaign Claim" form for each vehicle listed as in dealer stock. All stock vehicles must be campaigned prior to retail sale.

If a list is not enclosed then according to our records, you did not receive any of the affected vehicles and this bulletin is for your information only.

If any vehicle listed as in dealer stock has in fact been retailed, the dealer must contact the owner and advise him to return the vehicle for campaign work.

#### OWNER NOTIFICATION

Commencing August 6, 1973 (campaign launch date), all owners whose names and addresses appear on the "Dealer Vehicle Campaign List" will be sent recall notifications by certified mail, together with a letter advising them of the suspect condition. (An illustration of the owner's letter is enclosed.)

They will be instructed to contact their selling dealer or nearest authorized Austin/MG dealer and make an appointment to have their vehicle campaigned. They will also be instructed to sign and turn over the "Campaign Claim" form to you at the appointed time.

Three weeks after launch date dealers are requested to contact any owner who has not responded to the recall notification, in an effort to campaign the remaining vehicles.

#### PARTS INFORMATION

For each vehicle on the "Dealer Vehicle Campaign List", the following parts will be automatically shipped to you from your distributor free of charge.

<u>QUANTITY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>	<u>FOR EACH LISTED VEHICLE UP TO V.I.N. (INCLUSIVE)</u>
2	21H-6390	Lock Stop	123
2	21H-6354	Lower Arm	358

An additional supply of the above will be held at your Distributor for any transient owner. If parts are required for this condition, order them from your Distributor, quoting "Campaign B.177" on parts order and they will be supplied free of charge.

#### CAMPAIGN CLAIMS

Complete applicable "Campaign Claim" form, (See section C "Dealer Guide, Recall Campaigns")

Insert in the box provided on the "Campaign Claim" form one only of the following repair codes.

<u>REPAIR CODE</u>	<u>PARTS</u>	<u>LABOR HOURS</u>	<u>DESCRIPTION (SEE SERVICE PROCEDURE ATTACHED)</u>	<u>V.I.N. RANGE</u>
CW	Supplied F.O.C.	2.35	Replace Suspension Arms and Fit Lock Stops	Up to V.I.N. 123
CX	Supplied F.O.C.	2.00	Replace Suspension Arms Only	From V.I.N. 124-358 (Inclusive)

Do NOT use Warranty Summary Form WAR-51

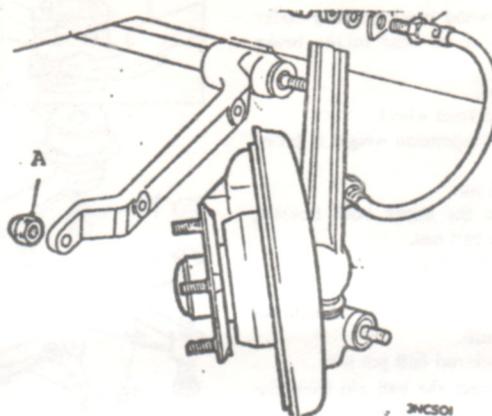
If inspection shows the steering rack tie-rod/s to be bent, replace rod/s (21H5376) and ball housing lock nut/s (21H5219) using operation # 57-25-07 rack overhaul, and 57-65-01 wheel alignment. Submit a Supplementary Standard Warranty Claim form WAR-15 completed in the normal manner.

NOTE This would only be necessary on vehicles up to V.I.N. 123.

RECALL CAMPAIGN B.177 - MARINA SUSPENSION ARMS AND LOCK STOPS

INSTALLING LOCK STOPS (21H-6390) UP TO V.I.N. 123 (INCLUSIVE)

1. Remove the nuts at the rear outer lower pivot of the front suspension.
2. Replace with large nuts (lock stops 21H-6390) as illustrated (A).



3. Check front wheel alignment. If TOE-OUT condition exists, this is an indication tie rod is bent, most probably at ball end under Gaiter. Remove rack and replace bent tie rod/s and ball housing lock nut/s as necessary. Operation numbers 57-25-07 and 57-65-01.

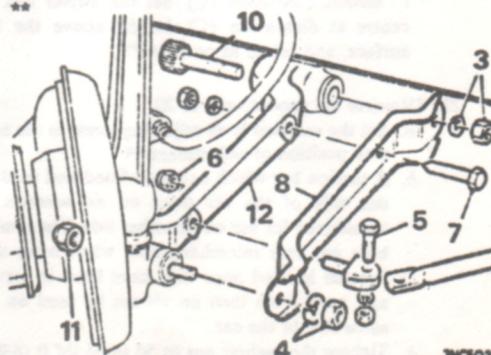
REPLACING LOWER SUSPENSION ARMS UP TO V.I.N. 358 (INCLUSIVE)

**LOWER SUSPENSION ARM ASSEMBLY**

- Remove and refit 60.35.02
- Front arm 3 to 8 and 13 60.35.03

**Removing**

1. Jack up the suspension unit under the rear lower arm, fitting suitable safety supports.
2. Remove the hub cap and road wheel.
3. Remove the nut and spring washer from the eyebolt pin.
4. Remove the front nut and spring washer from the swivel lower link pin.
5. Remove the nut, bolt and spring washer retaining the tie-rod to the tie-rod fork.
6. Remove the nut retaining the tie-rod fork and remove the fork.
7. Remove the nut, bolt and spring washer clamping the front and rear lower arms.
8. Remove the front lower suspension arm.
9. Remove the torsion bar. 60.20.42.
10. Remove the eyebolt pin.
- 11.\*\* Remove the rear nut from the swivel lower link pin.\*\*
12. Remove the lower suspension arm.



**Refitting**

13. Reverse the procedure in 1 to 12, noting:
  - a. Tighten the tie-rod fork nut to 48 to 55 lbf ft (6.6 to 7.6 kgf m).
  - b. Tighten the tie-rod to fork nut to 22 ibf ft (3.0 kgf m).

SERVICE PROCEDURE (CONT'D)  
 RECALL CAMPAIGN B.177 - MARINA SUSPENSION ARMS AND LOCK STOPS

**TORSION BAR**

—Remove and refit

60.20.42

Service tools: 18G 1202, 18G 1063

**Removing**

1. Remove the grease nipple from the swivel pin lower link.
2. Place an 8 in (200 mm) wood block securely under the lower suspension arm, as near to the brake backplate as possible.
3. Raise the front of the car.
4. Remove the hub cap and road wheel.
5. Lower the car until the suspension weight is taken on the wood block.
6. Unlock the reaction pad nut.
7. Using 18G 1202, retain the upper bush housing and remove the reaction pad nut.
8. Remove the upper bush housing.
9. Remove the upper bush.
10. Raise the shock absorber arm clear of the ball pin and remove the lower bush.
11. Remove the steering track-rod ball pin nut.
12. Using 18G 1063, disconnect the ball pin from the steering lever.
13. Raise the front of the car to relieve the torsion bar load and ensure that the lower suspension arm just rests on the wood block.
14. Remove the bolt, spring washer and special washer retaining the torsion bar reaction lever to the chassis-member.
15. Remove the reaction lever from the chassis-member and move the lever forward along the torsion bar.
16. Slacken the nut retaining the eyebolt through the chassis-member and ensure that the suspension lowers  $\frac{1}{2}$  in (12 mm).
17. Move the torsion bar forward slightly to clear its shoulder from the chassis housing. Lower the torsion bar and remove it rearwards.
18. Remove the torsion bar circlip.
19. Remove the reaction lever from the torsion bar.

**Refitting**

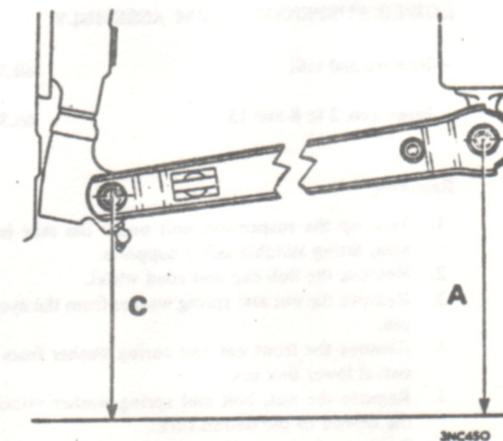
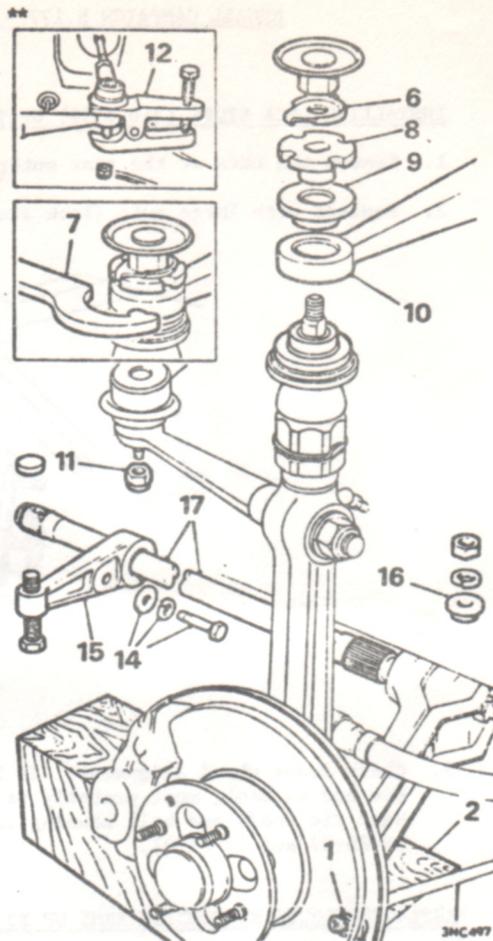
- 20.\*\*When fitting a new torsion bar, or when a torsion bar is removed without the use of the correct size wood block, the following setting-up procedure must be followed:

Measure the height of eye-bolt centre above a level surface (A). From the table given select the initial setting height (B) and subtract the figure from (A) to obtain dimension (C). Set the swivel link pin centre at dimension (C), height above the level surface, and retain in position.\*\*

- 21.\*\*Reverse the procedure 1 to 20.

- a. Set the reaction lever adjusting screw to the mid-way position of adjustment.\*\*
- b. A torsion bar which has been fitted and used on one side of the car must on no account be transferred for use on the other side. The torsion bars are only interchangeable when new; they become handed once they have been in service and must from then on always be used on the same side of the car.
- c. Tighten the eyebolt nut to 50 to 54 lbf ft (6.9 to 7.4 kgf m)
- d. Tighten the reaction lever to chassis-member bolt to 22 lbf ft (3.0 kgf m).
- e. Tighten the track-rod ball pin nut to 20 to 24 lbf ft (2.7 to 3.3 kgf m).
- f. Tighten the reaction pad nut to 35 to 40 lbf ft (4.8 to 5.5 kgf m).

- 22.\*\*Check and adjust the front trim height. 60.45.01.



Torsion bar diameter	0.812 in
Torsion bar settled (B)	7.764 in
New unsettled bar	7.954 in

**NOTE:**

- A) IN OP NUMBER 7 USE WATER PUMP PLIERS OR PIPE WRENCH INSTEAD OF 18G-1202.  
 B) IN OP NUMBER 12, STRIKE END OF STEERING ARM TO BREAK TAPER, INSTEAD OF 18G-1063



## BRITISH LEYLAND MOTORS INC.

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605 • Tel: (201) 461-7300 • Telex No.: 135491

August, 1973

Safety Recall Campaign, B177

Dear Marina Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Austin Morris Group, British Leyland U.K. Limited, has determined that a defect, which relates to motor vehicle safety, exists in a specific range of 1973 Austin Marina sedans.

This range includes your vehicle as identified on the enclosed "Campaign Claim" form, and depending upon the "Vehicle Identification Number" (V.I.N.) quoted on this form, your vehicle will require the addition of two front wheel lock stops and/or stronger lower front suspension arms.

Vehicles up to V.I.N. 123 (inclusive) require the installation of two front wheel lock stops and two stronger lower front suspension arms.

Vehicles from V.I.N. 124 to V.I.N. 358 (inclusive) are already equipped with lock stops and require the installation of stronger arms only.

The defect concerns a possibility that under certain driving conditions, the steering rack tie rods on Austin Marinas up to V.I.N. 123 (inclusive) could bend.

Two tie rods are used to connect the steering mechanism of your car to each front road wheel, and as the steering wheel is turned the tie rods turn the front wheels.

There is a possibility when the steering wheel is turned fully to the left or right the steering rack tie rods could bend, if the front wheels are forced sideways up against a curb whilst the vehicle is in motion.

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This type of impact could occur in parking areas for example, where low concrete castings are used as area dividers.

If a tie rod should bend you would immediately notice that the front wheels are not parallel with each other, you would feel a very definite pull on the steering wheel either to the left or right, and notice very uneven tire wear.

In extremely severe cases, and if the above warnings are not heeded, loss of steering control could occur, which may result in vehicle crash.

Installation of lock stops on the two front wheels will prevent damage occurring to the tie rods should a condition arise as described above. However as these lock stops are fitted onto the lower front suspension arms, any side impact on the road wheel, when on full lock, is taken through the lock stop onto the lower arm. In order to prevent the possibility of these arms bending under this condition, it is necessary to install stronger lower arms.

In view of the above you are requested to contact your selling dealer or the nearest authorized Austin/MG dealer and make an appointment to have steering lock stops and/or stronger lower suspension arms fitted.

Installation of the lock stops takes approximately one half hour and installation of stronger lower suspension arms approximately two hours.

At the same time your dealer will insure that the tie rods, on vehicles prior to number 124 are not bent, and in the unlikely event they are, he will replace them, which will take approximately four hours. The above services will be performed at no charge to you.

In the mean time until your vehicle is modified, you are urged to avoid operating it under a condition which could cause side impact on the front wheels.

Modification instructions have already been mailed to all authorized Austin/MG dealers and replacement parts for your vehicle have already been shipped to your selling dealer. If it is not possible for you to return to your selling dealer, then contact any authorized Austin/MG dealer and he will make

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arrangements to obtain the replacement parts required.

The enclosed "Campaign Claim" form identifies your vehicle, and and verifies to your dealer that your vehicle is one requiring the above campaign service, (the vehicle identification number quoted on the campaign claim form is stamped on a plate on the left windshield post of your car.)

Please be sure to sign the form in the space provided and present it to your dealer at the appointed time. He will then process the claim for payment and we can be sure your vehicle has been campaigned.

If you do not now own this vehicle, please refer to the instructions on the last page of the "Campaign Claim" form, and if possible, provide the name and address of the present owner so that we may contact him.

We sincerely regret any inconvenience this may cause you but, we know you will understand that this action is taken in interest of the safety of yourself and other drivers.

Yours sincerely,



David J. Hart  
Service Quality Manager

DJH/jf