

## TRIUMPH STAG FRONT SUSPENSION UPGRADE by Tanya Duke-Novakovski

Helpers present:

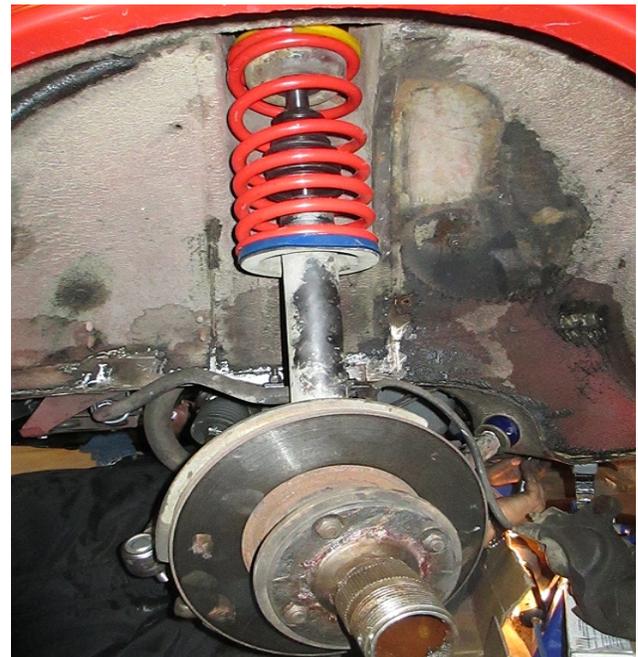
Bob Forward, Brev Chesky, Garry Hamblin, Dave Loken, and Bill Rafoss

The Triumph Stag was treated to new springs, adjustable Spax struts and top mounts with new sway bar and drag strut polybushes on Sunday March 16<sup>th</sup> at Tanya and Brian's acreage. Bob Forward gave us all strong guidance as we worked through some of the tasks, and the benefit of his wisdom and years of experience. For me, this included how to load a bit in a drill, never mind how to safely use a spring compressor. His wealth of knowledge certainly showed because a job which could have taken days from the unexpected twists and turns the Stag gave us, was actually completed within about 4 hours.

First of all, Bob suggested we take off the brake calipers and remove the whole vertical link and wheel hub unit to save time rather than follow the manual, and this idea worked well. The old springs were safely compressed and removed, and the new system rebuilt while 'Team Polybushes' were busy putting the 'right side' polybushed drag strut back on the left side of the car. Luckily Bob spotted the mistake and all went smoothly after that. The drag struts were quite awkward to do as the exhaust pipes tend to block access, but team perseverance paid off.



Bob remarked the old struts had been rather roughly put in place in the past, and one strut had completely broken down. It was a job worth doing, and now a safer 'old Brit' is back on the road.



I am truly grateful for the help, as I know I could not have done the job myself; weakling that I am. I held the work-light (badly at times) and Brian put together a fantastic brunch for afterwards.

Don Lumley retorqued the suspension nuts, performed a wheel alignment and he installed my Christmas present, a new Mota-Lita steering wheel to replace the 16" wheel that took up all the available leg-room.

The Stag now feels very sure-footed on our horrible roads!