

## Description and Operation

The front suspension of the Scorpio '95 consists of two McPherson struts and a pressed steel crossmember, attached to which are the lower arms and the stabiliser bar.

The crossmember is given additional stability by the use of a support bar.

The lower arm is of a cast steel construction which is attached to the crossmember by a pivot bolt on one side and a bracket on the other.

The lower arm also carries an integral ball joint that attaches the arm to the spindle carrier.

Each spindle carrier mounts the stub axle in a double deep groove ball bearing which is secured on both sides by a snap ring.

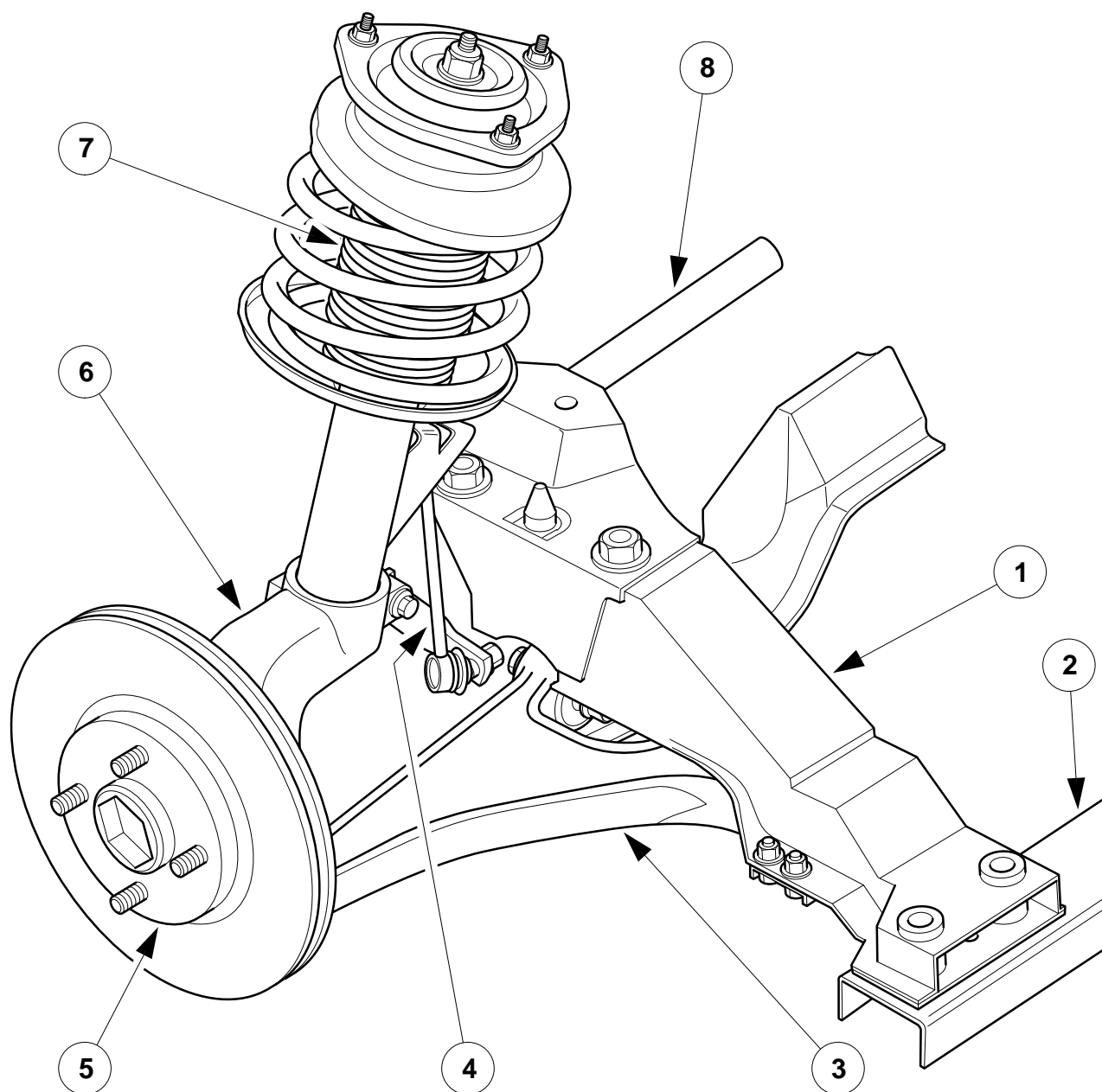
The spindle carriers also mount the McPherson struts and the track rod ends.

The hubs are retained using so-called 'PAC' nuts, which are a laminated design of self-locking nut that produces a high clamping force when tightened to the specified torque.

The PAC nut can be re-used five times during service.

The stabiliser bar is 20 mm in diameter and consists of a transverse stabiliser bar with two ball jointed connecting rods.

In common with other McPherson strut designs, the main strut is supported at its upper mounting by a rubber insulator fitted to the strut top mount. A coil spring is located between two seats on the suspension unit. A plastic gaiter is fitted around the piston rod to prevent dirt and water ingress and a rubber bump stop is also fitted to protect the suspension unit in its fully compressed condition.



TIS1401049

Item	Description
1	Crossmember
2	Support bar
3	Lower arm
4	Connecting link
5	Hub and disc assembly
6	Spindle carrier
7	Suspension unit
8	Stabiliser bar