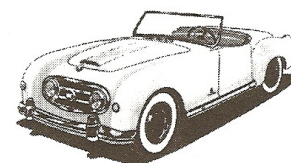


# ***Nash-Healey***



**APRIL 30, 2011**

## **TECHNICAL BULLETIN**

I just wanted to give you a heads up on a potential front suspension failure that could be catastrophic. I have attached three photos of the lower coil spring seat and jounce bumper assembly. In the NH parts book it is part number 311 4895 and called a "Seat, Front Coil Spring (lower)". In these photos I have shown a lower trailing link assembly with a good spring seat attached, a good used spring seat and the failed part.

The part in question is stamped steel and the actual spring seat and the jounce bumper housing is formed in a single piece. The attaching stud with a ball on the top is then held inside the steel jounce bumper housing and lastly it is poured full of rubber. Where the bottom of the jounce bumper housing is formed into the spring seat the steel thickness is compromised by the 90 degree bend to form the seat and that is the point of failure.

On this car the seat failed at that 90 degree bend and dropped the spring and seat down onto the trailing link and against the right hand tie rod. This totally eliminated the ability to turn to the right and only allowed a very slight but also very difficult turn to the left. This failure if it occurs at an inopportune time and place it could easily be very hazardous. This particular failed part had no rust what so ever but the rate of failure would be increased if rust was present. I would recommend that everyone with a Nash Healey spend some time scraping any excess rubber off of the bottom of the spring seat and sanding any remaining paint off of it and carefully examining the steel at the 90 degree bend with a magnifying glass for cracks. I would also recommend to have them both magnifluxed or check them with a spray on product called Spot Check which will help identify any cracking at the present time.

Jim Walton

