

Lagondaforum: D.B.3L Front Springs

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Written by ken douch at May 13, 2012 5:39 pm

Having got to the stage of removing these recalcitrant items, I note that they have been fitted with clamps that immobilise/collapse one coil thus reducing ride height, and increasing rate and periodicity.

Referring to Donald Bastow , W.O.Bentley-Engineer page 287, he reports that the springs as originally designed for the 2.6 are 4.5ins dia with 9 effective coils of 0.601 wire dia. Mine agree except they have a wire dia of 0.575ins

Did D.B.soften the suspension for this heavier car? Are there options?

Would a stiffer front suspension be a good idea ? Now is the time for me to replace them if to advantage.

Your thoughts please

Ken

Re: D.B.3L Front Springs

Written by SRD at May 14, 2012 4:10 pm

Ken hi

I think you will find that the spring stiffness between the 2.6 cars and 3.0 litre 4-door may be different in terms of the car ride / softness etc.

Please email me and I 🍷 🍷 will give you details of someone who has fully restored a 3.0 litre 2-door nuts and bolts restoration.

Simon

Re: D.B.3L Front Springs

Written by Peter S30 at May 16, 2012 4:49 pm

I measured on 2 different 3ltr DHC and found 14.8-15.0mm on both cars. This is about 0.586 inches. The little span is due to more or less paint or dirt on the wire. I assume there was only one size and difference is tolerance, dirt, sand blasting..

Re: D.B.3L Front Springs

Written by ken douch at Jun 02, 2012 5:07 pm

Hi Simon, Peter

Actually I was looking for a more subjective response from someone who had actually driven one of these beasts.

Swing axle rear suspension provides a challenge to get roll stiffness correct at the front for optimum handling. The anti-sway bar was added by DB, but it appears that the springs are mostly as designed.

Is the suspension soggy but well behaved? Does it wander like a BMW? Were any of these cars raced, and if so what was done to them?

Your thoughts please

Ken