

SHOP NOTES King Midget Maintenance and Restoration

I-27 Letters—Front Spring Attachment

Bob: I'm not sure of the years, but on my M2 the springs inside the shocks came out. However, on Ted's M3 they are not removable. They are attached to the lower cylinder. Is there some simple way to remove the spring? **Randy Chesnutt**

Let's hear from some experts on this matter. Here's Lee Seats:

*Randy, the axle is welded in the bottom of the tube that holds the spring in place. The Model 2 should have been that way but the springs have been known to break off at the bottom. The only way to get the spring out is to grind the welds on the axle and remove the axle. In some cases you can spin the spring out from under the axle. **Lee Seats***

*Randy: Thru 1957, maybe 1958, the springs are held in the bottom by a nut. When they added the speedometer they offset the lower spring stud to go down beside the driver's side axle. On 1958 or '59 and up you will need to remove the axle from the housing to remove the spring. The bottom of the spring is formed into a "hook" that is held in by the axle. **John White***

Looks like there is no easy way to remove the spring. Looks like grinding the weld out and removing the axle is the only way. **Randy**

Randy: On the driver's side the axle and the threaded piece are separate pieces. I had always thought they were one piece. The axle sticks thru about 1/8" or so on the back and the thread piece is butted up against it and they are welded around the space between them and the tube.

*I just got done changing one out, made a new threaded piece for it. The thread is an odd one, if I remember right, it is a 7/8-18 thread. I know I found a drill bit the same size as the hole thru the threaded speedometer fitting. I put it in there to hold the alignment between the axle and speedometer threaded piece while I welded it. **John***

Odd, I would have also thought it would have been one unit. I'm installing hydraulic shock absorbers inside the tubes and was checking if there was an easier way to remove the springs. I have M3 lower tubes so I will have to remove the axle. **Randy**

*I have about five sets of front shocks for King Midget. **Paul Gerhardt***

*Hey Randy, it looks like this is going to be a challenge. How about some photographs documenting just how you accomplished the task? **Bob V.***

I'll do that. I didn't think there was a simple way of removing the springs but wanted to ask around. **Randy**