



Pic.	Part	Description and Remarks	Qty.
1	400	4 1/2" single plate type 506S Front shock absorber complete.	1
2	401	4 1/2" duplex type 506M Front shock absorber complete.	1
3	402	4 1/2" single plate type 506S rear shock absorber complete.	1
4	403	Rear shock absorber drop link complete with bush.	1
5	404	Drop link to shock absorber connecting bolt/nut.	1
6	405	Special multiplate rear shock absorber for MG K3 and racing models.	1
7	408	Special drop link for Part No. 405.	1
8	404	Drop link to shock absorber connecting bolt/nut.	1
9	409	Special adaption bracket to mount friction shock absorbers in place of the poor Luvax hydraulic type on MG 'P' series cars. (comes complete with nuts and bolts, ready to fit.)	1
10	410	4 1/2" shock absorber outer bar (less Silentbloc bush).	1
11	411	4 1/2" centre bar (less Silentbloc bush).	1
11A	411A	4 1/2" rear shock absorber centre plate.	1
12	412	Silentbloc bush, type E1 164.	1
13	413	Brass cup to support friction disc.	1
14	414	Wood friction disc.	1
15	415	Centre locating bush, washers (2) and rivets (3).	Set
16	416	Rear domed backing plate.	1
17	417	Lipped brass plate to accept dial transfer.	1
18	418	Dial transfer.	1
19	419	Star spider spring (large).	1
20	420	Star spider spring (small).	1
21	421	Tension indicator pointer.	1
22	422	Shock absorber centre unit.	1
23	422A	Nut, for shock absorber centre bolt.	1
25	100A	Luvax hydraulic rear shock absorber, for P series models.	1
26	100B	Luvax hydraulic rear shock absorber, for R series models.	1

**SHOCK ABSORBER TYPE 502S (Singleplate) & 502M (Multiplate)**  
3 1/2" diameter.

Type 502S is suitable for any vehicle up to 20 cwt.

Type 502M is suitable for any vehicle up to 40 cwt and on lighter vehicles where particularly strong absorption is needed, such as racing and hill climbs.

**The application to MG of the above series type was:**

Type 502S — MG 'M' Midget (1929-1932). 2 front, 2 rear.

Type 502M — MG 'C' Montlhéry racing Midget. 2 front, 2 rear. Shock absorber tension was adjustable from a control knob in the cockpit on some examples.

**SHOCK ABSORBER TYPE 506S (Singleplate) & 506M (Multiplate)**  
4 1/2" diameter.

Type 506S is suitable for any vehicle up to 30 cwt..

Type 506M is suitable for any vehicle up to 40 cwt and on lighter vehicles where particularly strong absorption is needed, such as racing and hill climbs.

**The application to MG of the above series type was:**

Type 506S — MG D, J1, J2, J3, F1, F2, F3, L1, L2 — 2 front, 2 rear. PA (up to chassis 2142).

2 front, Luvax hydraulic rear.

Type 506M — MG J4 (2 front, 2 rear); Q racing midget (2 front only, Luvax hydraulic rear);

K3 racing Magnette (2 front, 4 rear); MG NA/NB 2 front only (Chassis Nos. NA0251-NA0796). Luvax hydraulic rear; MG K1, K2, KN (2 front, 2 rear).

The shock absorber types described above were of the early pattern (1929-1935) where brass or steel cups were rivetted to the centre arms and the wood friction disc sat inside the cup giving 2 cups and 2 friction discs per single plate shock absorber (see illustration above); and 4 cups and 4 discs per multiplate shock absorber. This early type were most easily identified by the rounded edges of the arms; and the Silentbloc bushed ends were *rivetted* to the arms.

*NB. We are the only UK supplier of this original style shock absorber.*

The later pattern type 506 shock absorber (post 1935) does not have rounded edge arms or rivetted bushed ends. The brass cups are not rivetted to the inside arms but are set between two wooden friction discs located by a centre hub bush. There are 2 brass cups per single plate unit and 4 friction discs of half the thickness used in the early types (described earlier.). The Duplex later type had 4 brass cups and 8 friction discs.

**The application to MG of the late series type was:**

Type 506S-PA (from Chassis PA 2143), PB models, and very early 1936 TA models (exact Chassis Numbers unknown).

Type 506M-NA & NB (from Chassis NA 0797) (front only; Luvax hydraulic rears.)

Illustration and data ex Barry Walker catalogue.