



Fig. H.10

The complete rear sub-frame assembly, showing

A. The displacer unit hoses.

B. The auxiliary spring bracket clearance.

Refitting—front

Refitting is mainly a reversal of the removal procedure.

Wheel the engine and transmission assembly into position and lower the body.

Insert all the mounting bolts and set screws before tightening any of them.

It is most important that no undue strain is used when aligning the mountings and bolts.

Tighten the bolts securing the tower mounting brackets to the body to ensure correct alignment of the engine and transmission assembly.

Tighten the remaining mounting bolts.

Bleed the brakes and pressurize the suspension system.

Removing—rear

Lift the rear of the body with the sling and free the suspension of all load.

Depressurize the system.

Remove the luggage compartment floor covering and the two rubber plugs in the body floor panel to give access to the displacer units.

Unscrew the displacer unit hoses at the unions, and plug the ends of the hoses to keep out dirt.

Remove the exhaust pipe and silencer assembly.

Take the weight of the sub-frame with a jack under a length of wood placed centrally from front to rear of the sub-frame. Raise until the wheels are off the ground and remove them.

Disconnect the main brake pipe at the union located on the front cross-member of the sub-frame. Plug the lines to prevent leakage of fluid.

Remove the floor plate at the base of the hand brake lever and disconnect the cables; pull the cables through the floor and clear of the body.

Remove the rear seat and squab, and the two rubber plugs in the floor.

Unscrew all bolts and set screws securing the sub-frame to the mounting brackets and those securing the brackets to the body.

Raise the rear of the car and withdraw the sub-frame on the jack.

Refitting—rear

Reverse the removal procedure.

Insert all the sub-frame mounting bolts and set screws before tightening any of them.

It is most important that no undue strain is used when aligning the mountings and bolts.

Bleed the brakes.

When refitting ensure correct alignment of the strut foot and displacer unit before pressurizing the suspension system.

Section H.4

RADIUS ARMS

Removing

Remove the sub-frame assembly (Section H.3).

Disconnect the brake hose and plug the hose and pipe.

Withdraw the split pin and clevis pin and disconnect the hand brake cable from the lever on the backplate.

Unscrew the nut and washer from the hand brake cable sector pivot and lift off the sector.

Release the hand brake cable from the bracket by unscrewing the ferrule and sliding the cable through the slot in the bracket.

Remove the anti-roll bar and auxiliary springs (Section H.7).

Remove the nut and spring washer from each end of the radius arm pivot and the four set screws from the radius arm outer support bracket.

Lift out the radius arm and displacer unit.

Dismantling

When dismantling, remove the bearing cups, using the Service tool.