



Fig. H.11

(A)
A section through the roller joint assembly and the front upper arm pivot

(B)
A section through the roller joint assembly and the rear radius arm pivot

AB479

Rear

Either of the mountings at the rear of the rear sub-frame can be renewed in the same way as those of the front sub-frame.

To remove and fit new mountings at the front of the rear sub-frame remove the sub-frame assembly as detailed in Section H.3.

Section H.7

ANTI-ROLL BAR AND AUXILIARY SPRINGS

Removing

Remove the sub-frame assembly (Section H.3), and with the radius arms on full bump remove the special set screws securing the anti-roll bar and auxiliary springs to the inside face of the radius arms. Remove the nuts securing the auxiliary spring to the sub-frame and lift away the two assemblies.

Refitting

When refitting ensure that a clearance of .250 in. (6.35 mm.) exists between the inside face of the auxiliary spring bracket and the bottom of the rear sub-frame member when the car is under normal load (see Fig. H.10).

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Section H.8

SWIVEL HUBS

Removing

Jack up the car and remove the road wheel.

Remove the brake calliper as in Section K. Support the calliper assembly—do not allow it to hang on the hydraulic hose.

Remove the stub shaft nut and withdraw the wheel hub.

Disconnect the tie-rod ball end from the steering lever and the drive shaft at the flexible coupling, removing the four nuts from the coupling outer 'U' bolts. Mark the driving flange and flexible joint to identify them for refitting in their original position.

Disconnect the upper and lower suspension arms from the swivel hub ball pins and withdraw the hub assembly and drive shaft.

Refitting

Thoroughly clean all components and refit the ball seat, pin, and ball housing without the packing shims, locking washer, or lower ball joint seat spring. Screw down the ball housing until there is no free movement between the ball and the ball seating and measure with