

a feeler gauge the gap between the housing and the swivel hub. Remove the housing and ball pin (refit the spring under the lower joint ball seat) and repack the assembly with grease to Ref. B (page N.2). Add shims to the value of the feeler gauge measurement less the thickness of the locking washer. Replace the washer and refit the assembly to the swivel hub. With the ball housing fully tightened it must be possible to move the ball pin without any sign of free play. Should there be evidence of play or excessive tightness, the housing shims must be adjusted accordingly. Tap up the locking washer on three flats with one flat adjacent to the brake disc to secure the housing after it has been fully tightened.

Replace the dust seal, refit the suspension arm, and tighten the ball pin nut to a torque figure of 35 to 40 lb. ft. (4.8 to 5.5 kg. m.).

Reconnect the tie-rod yoke to the lower arm.

Refit the road wheel and lower the car.

Section H.9

HUBS

Front

Removing

Raise the car with a jack under the transmission casing, placing a piece of wood between the jack and the casing.

Remove the road wheel and disconnect the brake calliper assembly as in Section K. Support the calliper assembly—do not allow it to hang on the hydraulic hose. Remove the split pin and nut and pull off the hub

casing and disc assembly, using Service tool 18G304 and adaptor 18G304B.

Brake disc removing and refitting

Remove the securing set screws and remove the hub from the disc assembly.

Refitting is a reversal of the removal procedure. Should the maximum run-out at the outer periphery of the braking surface exceed .006 in. (.152 mm.) after fitting, the disc must be removed and repositioned on the drive shaft splines.

Refitting

Pack the bearings with grease to Ref. B (page N.2).

Reverse the removal procedure.

Rear

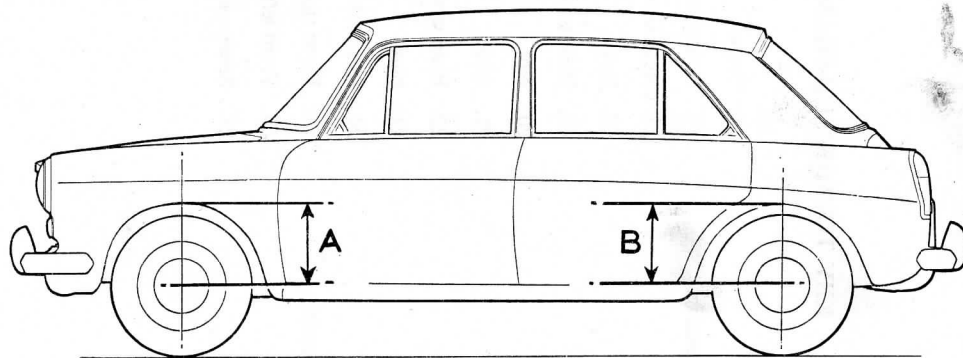
Removing

Raise the car with the jack positioned under the rear frame cross-member. Remove the road wheel and grease-retaining cap. Remove the split pin, hub nut, and flat washer. Pull off the hub assembly, using Service tool 18G304 together with adaptor 18G304B.

Refitting

Pack the bearings and the cavity between them with grease to Ref. B (page N.2). Surplus grease must be removed after the hub has been fitted to allow for expansion and in no circumstances should grease be put into the retaining cup.

Refitting is a reversal of the removal procedure. Ensure that the flat washer is fitted with the inner chamfered edge towards the bearing.



A9077

Attitude of car	Pressure lb./sq. in. (kg./cm. ²)	Front wing height (A) in. (mm.)	Rear wing height (B) in. (mm.)
Showroom condition*	205 ± 2 (14.41 ± .141)	13 ⁵ / ₈ (346.1)	13 ⁵ / ₈ (346.1)

*Showroom condition: Water; oil; petrol (max.) 4 Imp. gal. (4.8 U.S. gal., 18.2 litres).

NOTE

It is most important that the suspension system should be filled to the correct pressure.

Within the tolerances given, should an occasion arise where the maximum height at the two wheels on one side coincides with the minimum height at the two wheels on the opposite side, the correction must be made by adjusting pressures both sides to establish a mean height. Wing heights as stated are for checking purposes only. The system must also be pressurized to 350 lb./sq. in. (24.6 kg./cm.²) for only 20 minutes if a new Hydrolastic unit is fitted.