

Fig. H.6

The suspension service unit connectors with the sealing plugs removed

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| A. Sealing plugs. | D. Knurled knob. |
| B. Evacuating connector. | E. Bleeding screw. |
| C. Depressurizing and pressurizing connector. | F. Locking slide. |

and vacuum tanks are filled to the level shown on the dipstick. One side of the dipstick shows the level in the pressure tank and the other side the level in the vacuum tank.

Top up to the correct levels with Hydrolastic Fluid, B.M.C. Part No. 97H2801.

Depressurizing

Should it be necessary to service the upper suspension arm, strut, or any of the components, the fluid must be released from the system, using the following procedure.

Remove the pressure dust cap from the suspension unit interconnecting pipe valve situated beneath the bonnet. Fit the **black** connector with the knurled knob unscrewed. Open valve '2' and screw in the knurled knob to release the fluid in the suspension system into the pressure tank. After waiting two or three minutes check that the suspension system is no longer under pressure by closing valve '2' and reading the pressure gauge, which should now read zero. Remove the **black** connector and replace the pressure dust cap on the suspension unit interconnecting pipe valve. Replace the sealing plug in the **black** connector.

Evacuating

When fitting new interconnecting pipes or suspension units or refitting existing suspension units it is essential that the air be evacuated from the system and a partial vacuum created.

This is carried out in the following manner. Remove the pressure dust cap from the suspension unit interconnecting pipe valve situated beneath the bonnet. Fit the **yellow** connector and close valve '1'. Operate the vacuum pump until a reading of 27 in. (68.6 cm.) of mercury is obtained on the vacuum gauge and all movement of fluid in the sight tube has stopped (for every 500 ft. [152 m.] above sea-level subtract .5 in. [1.27 cm.] of mercury).

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When the fluid is stationary in the sight tube and the vacuum gauge reads 27 in. (68.6 cm.) of mercury open valve '1'. Wait one or two minutes until any further movement of fluid in the sight tube has stopped and remove the **yellow** connector. Replace the sealing plug in the connector.

Pressurizing

Having carried out any necessary operations on the suspension and evacuated to ensure that all the air is out of the system, pressurization should be carried out as follows with the car in showroom condition.

Fit the **black** connector with the knurled knob unscrewed. Close valve '2' and open the bleed valve. Use the pressure pump until air is evacuated from the connection tube and fluid appears. Close the bleed valve and screw in the knurled knob. Increase the pressure until a reading of 350 lb./sq. in. (24.6 kg./cm.²) is showing on the pressure gauge. The system need only be pressurized to 350 lb./sq. in. (24.6 kg./cm.²) if a new displacer unit has been fitted. After obtaining a reading of 350 lb./sq. in. (24.6 kg./cm.²) on the pressure gauge unscrew the knurled knob and open valve '2' to release the pressure in the connecting pipe. Remove the **black** connector and refit the sealing plug. After 20 minutes replace the **black** connector with the knurled knob, and open valve '2' until a reading of 205 lb./sq. in. (14.41 kg./cm.²) is showing on the pressure gauge. Unscrew the knurled knob, open valve '2' to release the pressure in the connecting pipe, and remove the **black** connector. Replace the sealing plug in the **black** connector and the pressure dust cap on the suspension unit interconnecting pipe valve.

If the system has not been fitted with new displacer units proceed as follows for pressurizing. Fit the **black** connector with the knurled knob unscrewed. Close valve '2' and open the bleed valve. Use the pressure pump until air is evacuated from the connecting tube and fluid appears. Close the bleed valve and screw in the knurled

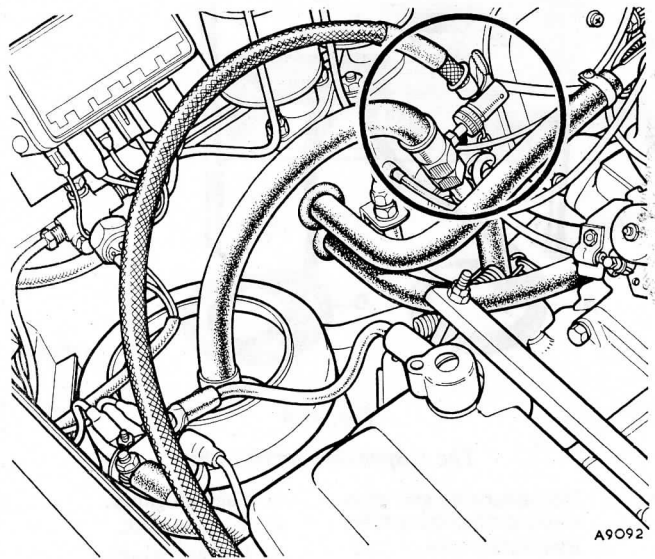


Fig. H.7

The evacuating connector fitted to the valve on the suspension interconnecting pipe