

knob. Operate the pressure pump until a reading of 205 lb./sq. in. (14.41 kg./cm.<sup>2</sup>) is shown on the pressure gauge. Unscrew the knurled knob and open valve '2' to release the pressure in the pipe. Remove the black connector and replace the sealing plug in the black connector and the pressure dust cap on the suspension unit interconnecting pipe valve.

Should the service equipment be used continuously, it may be necessary to empty the fluid which has accumulated in the vacuum pump.

First remove the front panel, and on the lower left-hand side of the unit a drain screw will be seen on the vacuum pump. Remove the screw and drain the fluid. As soon as the pump is empty of fluid slowly pour the special vacuum oil provided into the top of the pump until it starts to flow out of the drain screw. Replace the drain plug.

## Section H.3

### SUB-FRAMES

#### Removing—front (with engine and transmission assembly)

Raise the car with a jack under the transmission casing, placing a piece of wood between the jack and the casing to avoid damage. Jack the car sufficiently to take all load off the suspension. Remove the wheels.

Disconnect the battery leads.

Remove the bonnet.

Depressurize the system (Section H.2).

Disconnect all electrical connections from the engine.

Remove the horn.

Remove the carburettor and air cleaner (Section A).

Slacken off the exhaust pipe to manifold 'U' bolt and release the pipe from its fixing point on the transmission casing and from the two locations on the rear sub-frame.

Unscrew the speedometer cable from the transmission casing.

Drain the cooling system (Section C).

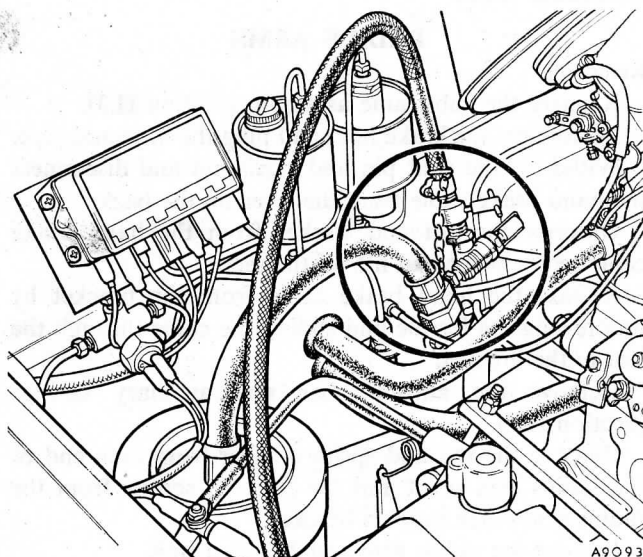
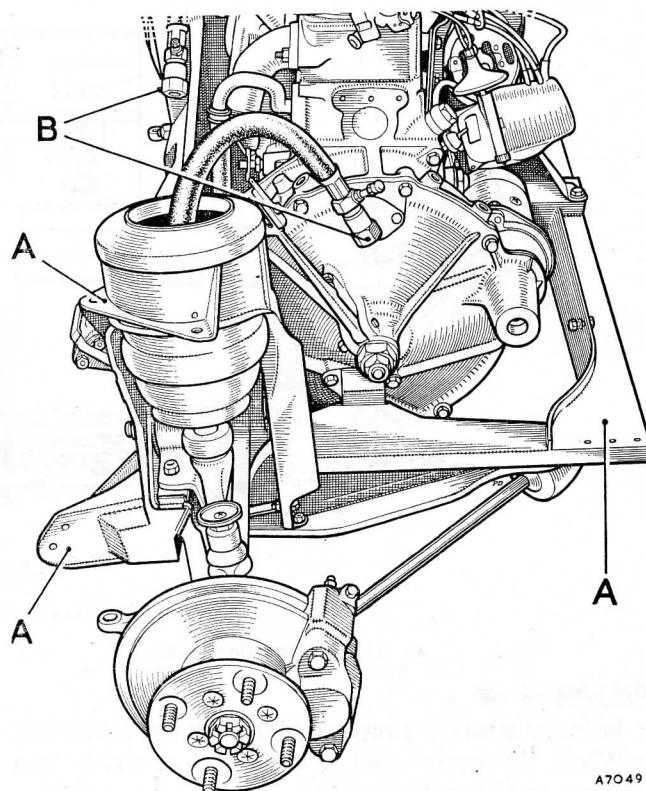


Fig. H.8

The depressurizing and pressurizing connector fitted to the valve on the suspension interconnecting pipe



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Fig. H.9

A rear-end view of the power unit removed complete with sub-frame and drive shafts

- A. Three of the six sub-frame mounting points.
- B. The displacer hoses must be sealed after the fluid has been evacuated and the hoses disconnected, to prevent the entry of dirt.

Disconnect the heater inlet hose from the water control valve and the outlet hose from the cylinder head pipe.

Slacken the clamping screws and release the inner and outer cables from the water control valve.

Unscrew the clutch slave cylinder securing bolts and move the cylinder out of the way of possible damage.

Remove the gearbox extension (Section E).

Disconnect the displacer unit hoses at the unions located on the engine bulkhead. Ensure the safe keeping of the restrictor cones. Plug the end of each hose to prevent the entry of dirt.

Disconnect the brake hoses (Section K) and the steering tie-rods (Section J).

With the engine and transmission assembly supported on the jack, take the weight of the body on padded slings located under the front wings.

Remove the two bolts at each front corner of the sub-frame securing it to the mounting brackets on the body and the two bolts at each rear corner.

Remove the two nuts securing each tower (housing the displacer units) to the mounting brackets.

Remove the bolts securing the mounting brackets to the body and lift out the mounting brackets.

Lower the jack, lift the body with the sling, and wheel the engine and transmission assembly clear.