



Fig. H.1

The rear sub-frame assembly (rubber suspension)

A.5694.W

Section H.1

SUB-FRAME

Removing

Disconnect and remove the earth lead from the battery and both leads from the fuel pump. Release the flexible hoses from both the inlet and delivery connections on the fuel pump, and in doing so drain the fuel tank.

Unscrew the tube nut to release the hydraulic pipe line from the pressure regulating valve mounted on the rear sub-frame front member.

Slacken off and remove the exhaust pipe to manifold clamp, and release the pipe from its fixing point on the gear change extension casing and from the two locations on the rear sub-frame. Take particular note of the number of spacing washers on the gear change casing fixing point. Remove the exhaust pipe assembly from the car.

Remove the end finishers from the sill panels and disconnect the rear dampers from inside the luggage compartment. To gain access to the left-hand damper nut remove the fuel tank as detailed in Section D.1.

Remove the two hand brake cable fairleads from the floor and disconnect the cables from the lever trunnion. Pull the cable through the floor from beneath the car.

Support the body with a sling, locating padded hooks under the rear wings or the luggage compartment top panel.

Withdraw the eight mounting bolts (two at each attachment point) and raise the body to release the complete sub-frame.

Refitting

Refitting is a reversal of the dismantling procedure, with particular attention being given to the following points.

Make certain that the tapped holes in the body are lined up with the holes in the mounting blocks.

The exhaust system must be refitted without the system being subjected to strain; this is most important. The refitting procedure given in Section A.5 must be followed.

Finally, bleed the hydraulic system and readjust the hand brake cables.

Section H.2

RADIUS ARMS

Removing

Release the telescopic damper upper mounting from inside the luggage compartment. To release the left-hand damper drain and remove the fuel tank as detailed in Section D.1.

As an alternative to removing the tank the left-hand damper mounting can be released by undoing the tank strap and gently lifting the tank towards the centre-line of the car, pivoting about the rubber fuel line connector at its forward end without detachment at this point. If this method is adopted it must be undertaken with extreme care, otherwise the rubber connecting hose may be damaged.

Raise the car and support it beneath the rear sub-frame side-member. Remove the road wheel and disconnect the brake hose from the bracket on the trailing arm.

With the radius arm hanging and thereby taking the load off the spring unit, the struts can be prised away from the spring unit flange and pulled out of its seating cup in the trailing arm boss. The nylon cup may be left in the arm when the strut is pulled away; it can, however, be removed with the fingers unless it is damaged and unfit for further service, when it may be necessary to prise it from the arm.

Disconnect the hand brake cable from the actuating lever on the brake backplate, prise the guide tube from