its retaining clip on the arm, lift the arm, and pull the tube away from its anchorage hole on the arm boss. This will enable the cable to be released when the arm is withdrawn. On later models remove the nut from the cable sector pivot and withdraw the sector and cable.

Unscrew the three set screws and remove the end finisher from the sill panel.

Remove the nut and washers from the trailing arm shaft, and the four set screws to release the arm outer support bracket.

Lift the arm assembly away from the car, taking care not to lose the thrust washers and rubber seal fitted between the arm and the side-member.

Dismantling

Remove the dust seal and thrust washers from the ends of the shaft and withdraw the shaft. Should the bronze bushes fitted in the bore of the arm be worn or the shaft show signs of ridging, the bearings should be renewed and a new shaft fitted. Use Service tool 18G 583 to remove the old bushes and tool 18G 584 to fit the new bushes.

Later models are fitted with a cast-type radius arm which has a needle-roller bearing on the inner end of the pivot and a bronze bush on the outer end. The outer bush is renewed in the same way as that of the earlier type. Before reaming the bush the needle bearing and grease tube **must** be removed. Fit the reamer guide bush 18G 588 A in place of the needle bearing and pass the reamer 18G 588 through the guide bush. After reaming, remove the reamer and guide bush and thoroughly clean out all swarf from the interior of the bore of the radius arm. Adequately lubricate all pivot components with grease to Ref. C and reassemble.

Oil is not a satisfactory lubricant at this point and must not be used.

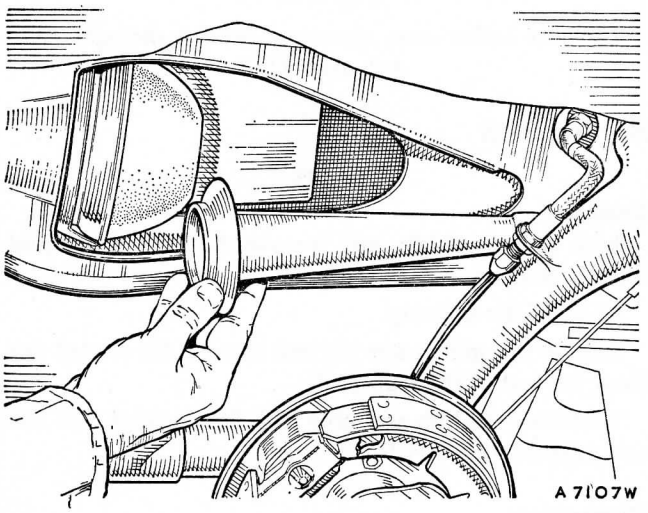

Fig. H.2

Extract the strut from the spring unit and pull it rearwards to disengage the ball end from the radius arm

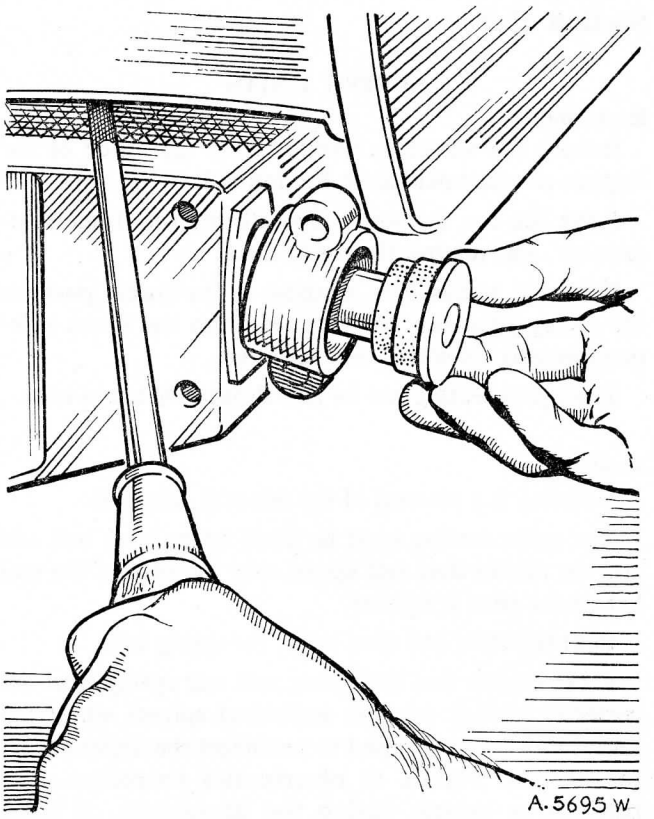

Fig. H.3

Removing the rear sub-frame front mounting support pin assembly

The needle-bearing outer race is removed by the use of Service tool 18G 583 B in conjunction with Service tool 18G 583 and is replaced with Service tool 18G 620.

Refit the needle bearing with its marked end facing outwards.

If the existing shaft is in good order, make certain that the lubricator is clear before refitting to the arm.

The rear hub stub shaft is pressed in.

Refitting

The radius arms may be replaced by carrying out the removal instructions in the reverse order, provided the following points are given special attention.

The nylon cup and dust seal must be repacked with Dextagrease Super G.P., supplied by BMC Service Ltd. in 1-lb. (·45-kg.) tins (Part No. 97H 2276), refitted to the ball end of the spring strut, and the dust seal lipped over the edge of the cup; this is most important. If the nylon seat is fitted into the arm and then followed by the strut ball end, the rubber seal cannot be lipped over the cup to make dust-sealing effective.

Refit the strut and the spring unit (see Section H.3).

Push the cable guide tube (fitted to early models only) into its locating hole on the trailing arm boss and secure it under the clip on the arm before the arm is refitted to the sub-frame.

Finally, bleed the hydraulic system.