

Section H.3

SPRING UNITS

Removing

Release the telescopic damper from the inside of the luggage compartment as in Section L.2.

Raise the car, support it beneath the sub-frame side-member, and remove the road wheel.

With the radius arm hanging in its lowest position the spring strut can be extracted from the frame side-member and the spring unit removed.

The nylon seating can be prised out of the arm boss.

Refitting

Refitting is a reversal of the removal sequence.

The nylon seating must be fitted to the strut ball end and the rubber dust seal lipped over the edge of the seal before the strut is refitted.

Refit the strut and then insert the spring unit.

Make certain that the spring unit and spring strut are correctly located on their individual spigots whilst the radius arm is being raised to reconnect the upper end of the damper. Failure to observe this instruction may result in a vehicle having the appearance of being trimmed too high at the back, and would probably damage both the spring and spring strut beyond recovery.

Section H.4

SUB-FRAME MOUNTINGS

Front mounting

Jack up the car at a point between the bumper and the rear body panel.

Remove the radius arm as detailed in Section H.2.

Unscrew and remove the nut securing the mounting support pin to the sub-frame. Withdraw the mounting block to body screws. Prise the body and sub-frame apart sufficiently to enable the support pin, blocks, and rubbers to be extracted.

When refitting, insert the mounting block to body screws before tightening the support pin nut.

Rear mounting

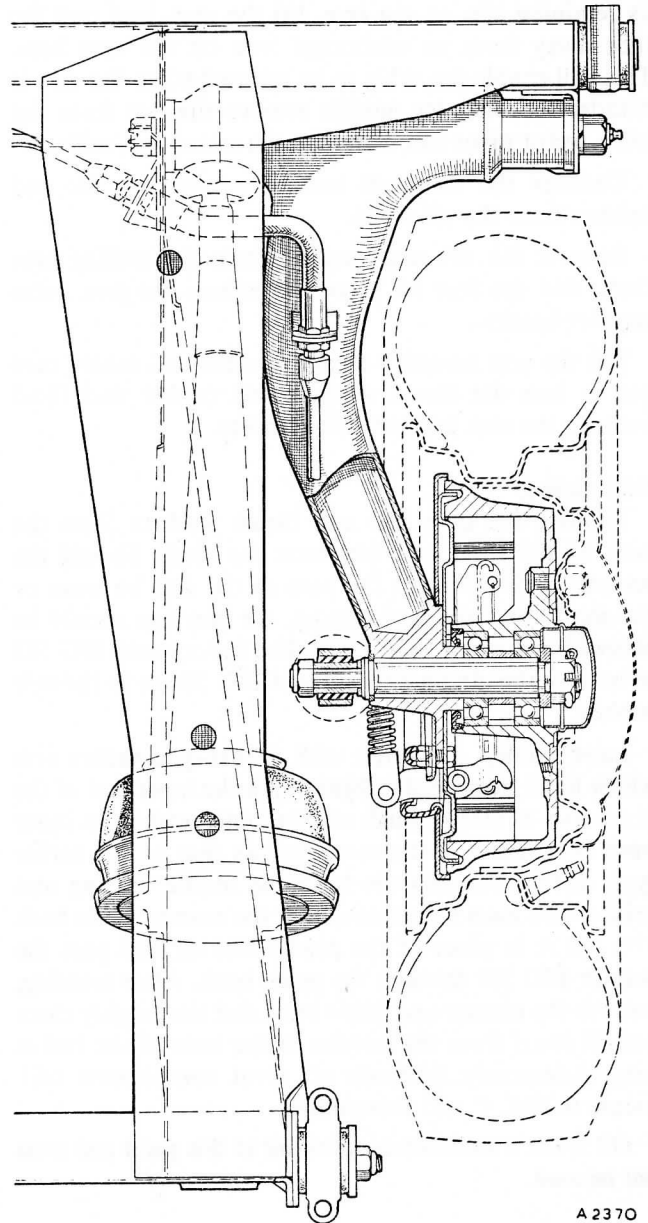
Jack up the car at a point between the bumper and the rear body panel.

Withdraw the mounting block to body screws and remove the nut from the end of the mounting support pin.

Prise the body and the frame apart sufficiently only to allow the block and rubbers to be removed.

When refitting, insert the mounting block to body screws before tightening up the support pin nut.

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Fig. H.4

The rear radius arm, showing a section through the hub assembly

Section H.5

HUBS

Removing

Jack up the vehicle, and remove the road wheel and the brake-drum.

Prise off the hub cap.

Extract the split cotter pin and remove the slotted nut from the end of the stub shaft.

Withdraw the hub assembly with Service tool 18G 304 and adaptor 18G 304 F.

Dismantling

To remove the hub bearings drift the inner races of both bearings from the hub bore. Remove the grease-retaining seal and extract the outer bearing races, using Service tool 18G 260 with adaptor 18G 260 C.