

Fig. H.11

The suspension service unit connectors

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| 1. Sealing plugs. | 4. Knurled knob. |
| 2. Evacuating connector. | 5. Bleeding screw. |
| 3. Depressurizing and pressurizing connector. | 6. Locking side. |

from the connecting tube and fluid appears at the bleed valve.

- (14) Close the bleed valve and screw in the knurled knob.
- (15) Increase the pressure until the normal operating pressure is obtained (see 'GENERAL DATA').
If a new displacer unit has been fitted pressurize to 350 lb./sq. in. (24.6 kg./cm.²).
- (16) Unscrew the knurled knob and open the black valve (valve 2) to release the pressure in the connecting pipe.
- (17) Remove the black connector and refit the sealing plug.
- (18) When pressurizing above the normal pressure as item 15, wait 30 minutes to allow the vehicle to settle. Reconnect the black connector with the knurled knob unscrewed, close black valve (valve 2), screw in the knurled knob, open black valve (valve 2) until the normal pressure is shown on the gauge.
- (19) Unscrew the knurled knob, open the black valve (valve 2) to release the pressure in the connecting pipe.
- (20) Remove the black connector, replace the connecting sealing plug and the valve dust cap.

Service unit maintenance

Should the service equipment be used continuously, it may be necessary to carry out the following maintenance.

Service tool 18G 682

- (21) Remove the front panel.
- (22) Remove the drain plug from the vacuum pump, drain the fluid.
- (23) Refill with the recommended vacuum oil S.A.E. 10 through the top of the pump. Replace the plug immediately the fluid commences to flow from the drain hole.
- (24) Lubricate the service unit mechanism periodically.

Service tool 18G 703

- (25) Remove the front panel and fill the vacuum pump with recommended vacuum oil S.A.E. 10 through the filler hole in the top of the pump. Fill only when the level is at the end of its downward stroke.
- (26) Lubricate the service unit mechanism periodically.
IMPORTANT.—When the equipment is not in use both valves should be left open.

Section H.9

DISPLACER UNITS

Removal

- (1) Raise the car and support it beneath the sub-frame member.
- (2) Remove the road wheel and the bump rubber from the sub-frame.
- (3) Depressurize the Hydrolastic system (see Section H.8).
- (4) Release the helper spring from the radius arm.
- (5) Disconnect the flexible Hydrolastic hose from its union on the rear face of the sub-frame.
- (6) Remove the displacer strut and turn the unit anti-clockwise and withdraw it from the frame.

Refitting

- (7) Reverse the removal instructions.
- (8) Rotate the displacer clockwise to lock it into the registers on the locating plate.
- (9) Lubricate the strut ball and the nylon seat with Dextragrease G.P. and make sure the dust seal is fitted over the lip of the nylon cup.
- (10) Evacuate and pressurize the system (Section H.8).

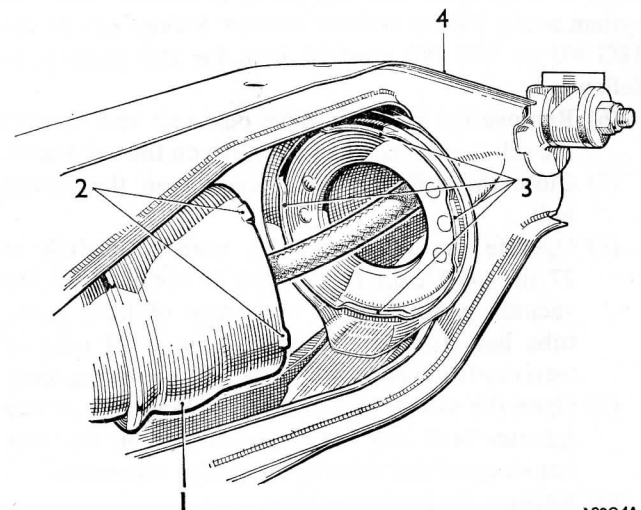


Fig. H.12

A rear displacer unit separated from the locating plate

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| 1. Displacer unit. | 3. Locating plate. |
| 2. Locating lugs. | 4. Sub-frame. |