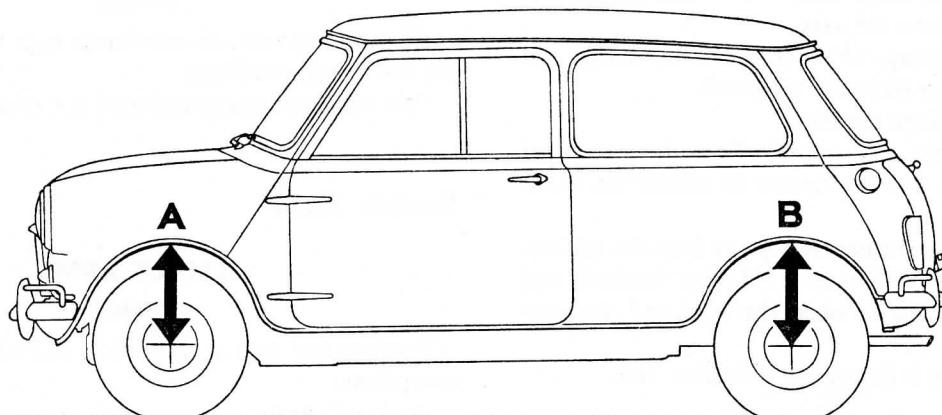


Section H.10

SUSPENSION PRESSURE AND WING HEIGHTS



A5998

CONDITION OF CAR

Water; oil; petrol (max.) 4 Imp. gal. (4.8 U.S. gal., 18.2 litres)

<i>Pressure lb./sq. in. (kg./cm.<sup>2</sup>)</i>	<i>Front wing height (A) in. (mm.)</i>	<i>Rear wing height (B) in. (mm.)</i>
See 'General Data'	13 ± ¼ (330 ± 6.35)	13½ ± ¼ (343 ± 6.35)

**NOTE.—It is most important that the suspension system should be fitted to the correct pressure (see 'GENERAL DATA').**

At initial assembly, or subsequently if a new Hydrolastic unit is fitted, the system is to be pressurized to 350 lb./sq. in. (24.6 kg./cm.<sup>2</sup>) for a period of 30 minutes, before setting to the operating pressure given in the 'GENERAL DATA'.

**To check and adjust the pressures**

With the car in the above condition and resting on all four wheels carry out the following.

Fit the **black** connector with the knurled knob unscrewed. Close valve 2 (black valve) and open the bleed valve. Use the pressure pump until air is evacuated from the connection tube and fluid appears. Close the bleed valve, operate the pressure pump until the working pressure is reached (see 'GENERAL DATA'), and then screw in the knurled knob. If the pressure reading is low, operate the pressure pump until the correct working pressure is reached (see 'GENERAL DATA'). If the pressure gauge reading is high, adjust to the correct working pressure by opening valve 2 (black valve). When the pressure reading is correct unscrew the knurled knob, open valve 2 (black valve), and remove the **black** connector. Replace the sealing plug in the **black** connector and the pressure dust cap on the suspension unit interconnecting pipe valve.

A check can also be made on the suspension pressure,

using Service tool 18G 685 or 18G 703. The tool must first be adjusted in the following manner. Connect the pump to a pressure gauge fitted with a Schrader valve from which the core has been removed. Fill the tool with Hydrolastic fluid and operate the hand lever of the tool, noting the pressure registered on the gauge. Adjust the valve seat until the working pressure of the system is registered on the gauge (see 'GENERAL DATA'). Tighten the lock screw and replace the washer and screw.

Fit the connector to the suspension unit interconnecting valve and operate the hand lever until the relief valve in the tool commences to operate. The suspension will now be at its correct working pressure.

**NOTE.—Should the Hydrolastic suspension system suffer damage and the fluid be lost, the suspension arms on the damaged side of the vehicle will contact the bump rubbers at both front and rear. In this condition the car may be driven with complete safety at 30 m.p.h. (50 km.p.h.) over metalled roads.**

Section H.11

RADIUS ARMS  
(Hydrolastic Suspension)

Removal

- (1) Depressurize the Hydrolastic system (see Section H.8).
- (2) Remove the road wheel and release the helper spring from the radius arm.