

Refit the road wheel.

Release the rubber spring unit from compression or pressurize Hydrolastic system as in Section H.8.

Section K.5

**UPPER ARM
(Rubber Suspension)**

Removing

Compress the spring unit to remove the load from the upper arm as in Section K.2.

Jack up the vehicle and remove the road wheel and the hydraulic damper.

Remove the upper suspension arm retaining nut and spring washer and release the arm from the pin, using Service tool 18G 1063.

Remove the nuts from the arm pivot pin. Take off the front thrust washer retaining plate, extract the washer, and push the pivot pin forward. Remove the rear thrust washer and manoeuvre the arm from the frame.

The needle-roller bearings fitted in each side of the arm bore can be removed with Service tool 18G 581 and new bearings fitted with Service tool 18G 582 and adaptor 18G 582 A. This adaptor will ensure that the new bearings are fitted to the correct depth. Refit the needle-roller bearings with the marked end facing outwards. The nylon seating fitted to the spring strut recess can also be prised out and a new seating fitted.

Refitting

Before the arm is refitted make certain that the hole in the lubricating nipple is clear. Adequately lubricate the components with grease to Ref. C before assembly.

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

Place the pivot pin rear thrust washer against the bore of the arm and secure it in this position with its rubber dust seal. Stretch the front dust seal over the arm and insert the pivot pin into the arm bore. With the spring unit compressed, insert the arm into the sub-frame member and locate the spring unit strut in the nylon seating.

The nylon seating cup and the rubber dust seal must be repacked with Dextragrease Super G.P., supplied by BMC Service Ltd. in 1 lb. (.45 kg.) tins under Part No. 97H 2276.

Push the pivot pin into its correct position, refit the front thrust washer, and secure it with the retaining plate. Slide the dust seal over the thrust washer and refit the strut ball end dust seal over the lip of the nylon seating. Replace and tighten up the pivot pin nuts and spring washers.

Reconnect the outer end of the arm to the swivel hub ball pin and secure it with the nut and spring washer.

Refit the hydraulic damper, apply a grease gun to the lubricator on the pivot arm, and refit the road wheel.

Release the spring unit from compression.

Section K.6

LOWER ARM

Removing

Jack up the vehicle and remove the road wheel and hydraulic damper.

Support the suspension beneath the brake-drum; disconnect the outer end of the arm from the swivel hub ball pin and from the tie-rod yoke.

Remove the nut and spring washer from the rear end of the pivot pin and push the pin forward to remove it and release the arm.

Refitting

Refitting is a reversal of the removal sequence. Make certain that the rubber bushes fitted in the bore of the arm are in good condition; new bushes should be fitted if they show signs of wear or deterioration.

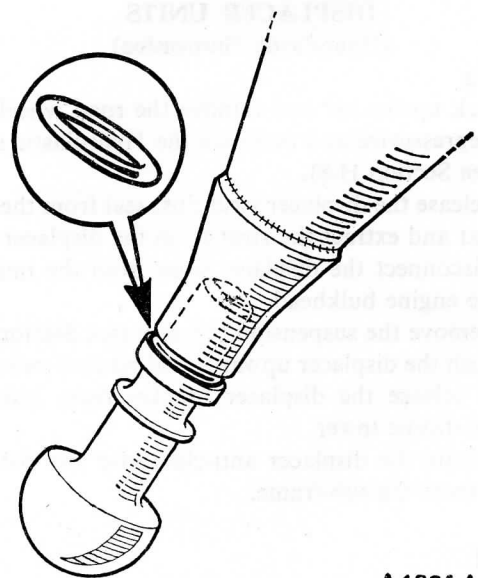
The front suspension lower arm must be supported in its normal position (see Fig. K.1) when the lower arm pivot pin is locked up. This will prevent the rubber bushes being subjected to preloading, as would be the case if the pin were locked up with the lower arm hanging down.

Section K.7

**SUSPENSION STRUTS
(Rubber Suspension)**

From Car No. 44722 the trim height of the vehicle has been raised to give an increased ground clearance by the fitting of circular-section washers between the body of the suspension strut and the shoulder of the knuckle end. When removing a defective strut fitted with one of these washers make certain that a washer is also fitted to the new strut. It is important that only one washer is fitted to each of the four struts.

On later cars with cast-type struts the washers are not necessary and therefore should not be fitted.



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Fig. K.6

A suspension strut, showing the special circular-section washer fitted between the strut body and the knuckle shoulder