



Fig. K.7

The right-hand front displacer hose connector

1. Displacer hose. 2. Hose nut.
3. Connector.

Section K.8

DISPLACER UNITS (Hydrostatic Suspension)

Removing

- (1) Jack up the car and remove the road wheel.
- (2) Depressurize and evacuate the Hydrostatic system (see Section H.8).
- (3) Release the displacer strut dust seal from the nylon seat and extract the strut from the displacer unit.
- (4) Disconnect the displacer hose from the union on the engine bulkhead.
- (5) Remove the suspension top arm (see Section K.5).
- (6) Push the displacer upwards and remove two screws to release the displacer bracket from inside the sub-frame tower.
- (7) Rotate the displacer anti-clockwise and withdraw it from the sub-frame.

Refitting

- (8) Reverse the removal instructions.

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

Section K.9

UPPER SUSPENSION ARMS (Hydrostatic Suspension)

Removal

Depressurize the Hydrostatic system as in Section H.8 and follow the instruction in K.5 for arm removal.

Section K.10

SWIVEL HUB OUTER OIL SEAL

The following instructions will permit a leaking outer seal to be replaced when the driving flange is removed.

NOTE.—A bearing overhaul will still require swivel hub removal as in Section K.3

Removal

- (1) Remove the hub cover, extract the split pin, and slacken the drive shaft nut.
- (2) Slacken the wheel nuts and jack up the vehicle.
- (3) Take off the road wheel and remove the brake-drum.
- (4) Remove the drive shaft nut and assemble the Service tool 18G 304 and 18G 304 F to the drive flange.
- (5) Replace the Service tool centre screw with adaptor 18G 304 P and use the impulse extractor 18G 284 to remove the flange.
- (6) Should the outer bearing inner race come away with the driving flange, it can be removed with Service tool 18G 705 and adaptor 18G 705 B.

Refitting

- (7) Refit the inner bearing race (if extracted).
- (8) Fit the new seal and apply a suitable amount of lubricant to the lip to prevent burning.
- (9) Insert the outer bearing distance piece into the seal with the chamfered bore to the outside.
- (10) Assemble the drive flange to the hub, drifting it into position gently, turning the flange 180 degrees several times to align the bearing distance piece with the flange boss.
- (11) Refit the brake-drum.
- (12) Refit the drive shaft washer, chamfered bore facing inward, and replace the nut.
- (13) Tighten the shaft nut to the torque figure given in 'GENERAL DATA' and secure with the split pin.