



Fig. K.7

*The right-hand front displacer hose connector*

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| 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.