

### Section KK.1

#### FRONT SWIVEL HUBS

##### Removing

Raise the front of the vehicle and remove the road wheel.

Knock back the lock washer and disconnect the tie-rod ball end from the steering lever and the drive shaft from the flexible coupling, leaving the 'U' bolts securing the coupling to the differential flange in position.

Separate the two halves of the dust cover, unscrew the two bolts retaining the disc brake calliper assembly to the hub, detach the dust cover halves, and remove the assembly, placing it on a support to prevent strain on the hydraulic hose.

Detach the nuts and spring washers retaining the top and bottom ball pins and release the upper and lower suspension arms from the pins. Withdraw the swivel hub assembly complete with the drive shaft. Remove the split pin and unscrew the slotted nut and spacing washers from the end of the drive shaft.

Detach the swivel hub from the drive shaft, using Service tool 18G 304 with adaptor bolts 18G 304 F.

Remove the driving flange and disc assembly from the hub, using Service tool 18G 575.

Remove the four countersunk Phillips screws from the flange of the hub and detach the brake disc assembly. Remove the spacer from the outer face of the hub, noting that the chamfered face of the spacer is towards the hub driving flange. Extract the inner and outer grease seals, together with the spacing ring between the inner grease seal and the inner bearing. Remove the hub bearings from their respective sides of the hub bore, using Service tool 18G 260 with adaptor 18G 260 H.

Reassembly is a reversal of the dismantling procedure. The bearings only are to be packed with grease on reassembly.

Should the tie-rod ball end lock washer be damaged in any way, **it must be renewed.**

### Section KK.2

#### LUBRICATION

Lubricating nipples are located on each swivel hub (see Fig. KK.1). Jack up the front of the car to take the load off the swivel hub ball pin assemblies. Clean the lubricating nipples and apply a grease gun filled with grease to Ref. C (End of Manual). If the ball pin assemblies are already filled with grease no further grease can usually be forced in.

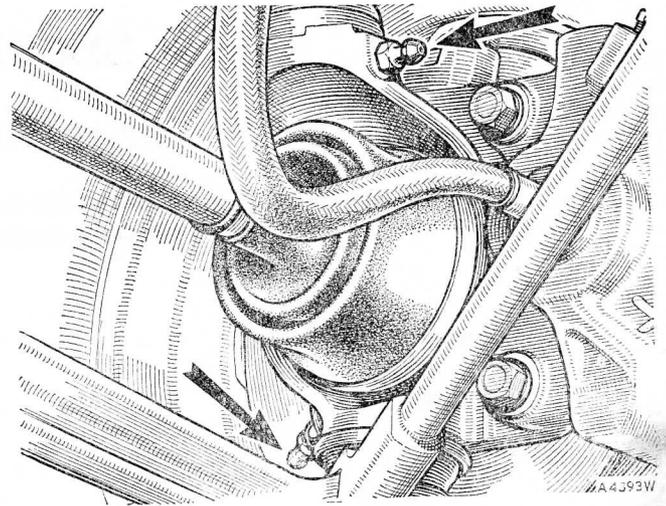


Fig. KK.1

*The swivel hub lubricating nipples*