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WARNING

THIS CAR IS FITTED WITH A THORNTON POWR-LOK DIFFERENTIAL AND UNDER NO CIRCUMSTANCES MUST THE ENGINE BE RUN WITH THE CAR IN GEAR AND ONE WHEEL OFF THE GROUND. IF IT IS FOUND NECESSARY TO TURN THE TRANSMISSION WITH THE CAR IN GEAR BOTH WHEELS MUST BE RAISED.



REAR HUB AND CARRIER ASSEMBLY

Remove and refit

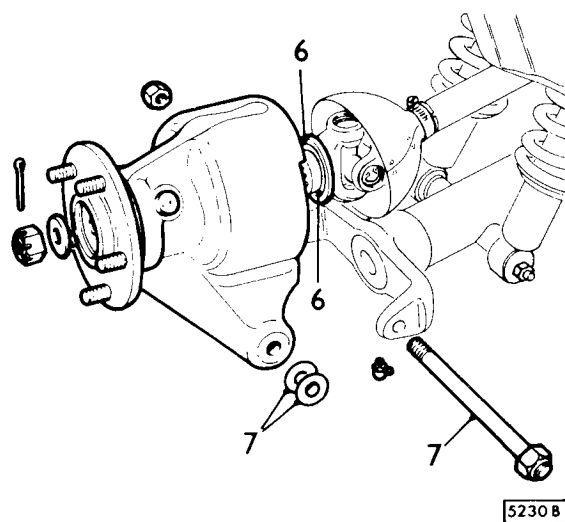
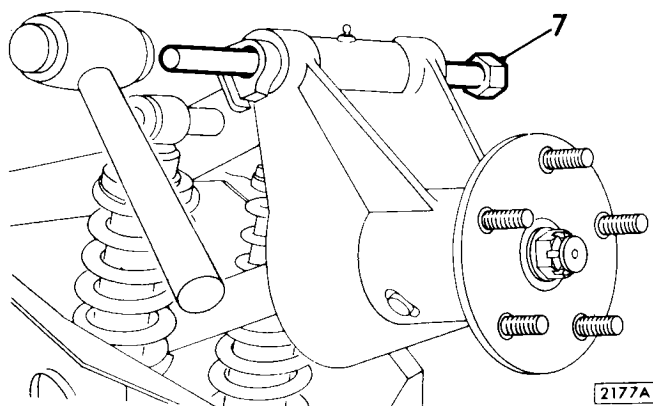
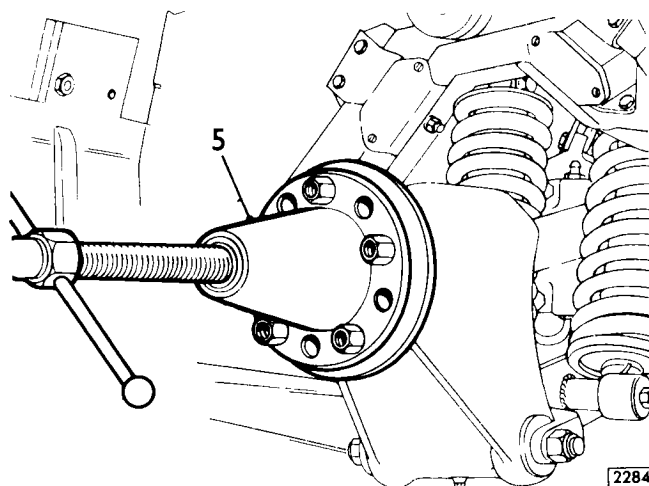
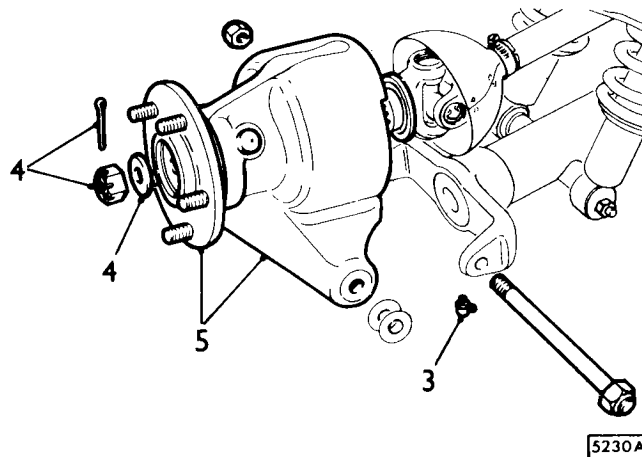
64.15.01

Service tools

Hub puller JD.1D
JD.7A
Dummy shaft JD.14

Removing

1. Remove rear road wheel — 74.20.01.
2. Place stand under rear of car.
3. Remove fulcrum shaft grease nipple.
4. Withdraw split pin, remove castellated nut and plain washer from splined end of half shaft.
5. Fit hub puller, JD.1D or JD.7A, to rear hub and secure. Withdraw hub and carrier from half shaft. Remove hub puller from hub and carrier.
6. Recover spacer from half shaft. Examine inner oil seal track and renew if necessary.
7. Remove one nut from outer wishbone fulcrum shaft, drift out shaft, remove hub and carrier assembly from car. Temporarily secure retaining washers and shims using adhesive tape.

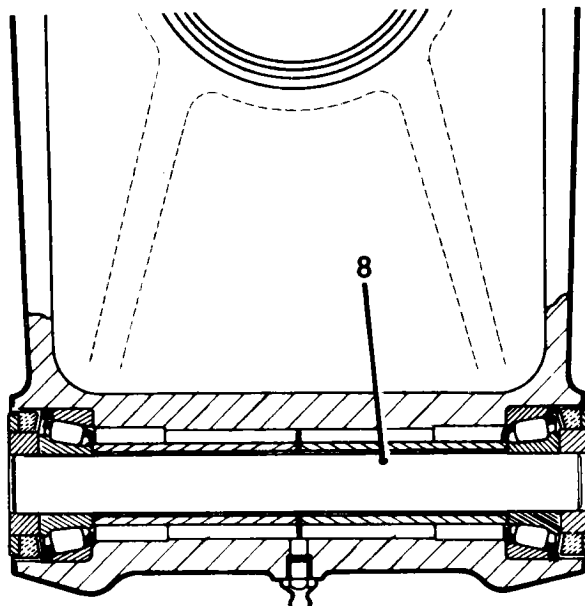


Refitting

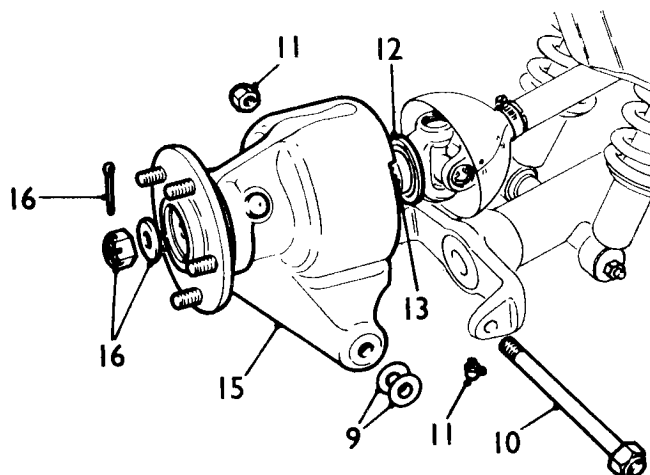
8. Fit dummy shaft tool number JD.14 to hub carrier fulcrum.
9. Fit hub carrier to wishbone, positioning shims removed between carrier and wishbone.
10. Replace outer wishbone fulcrum shaft, displacing dummy shaft.
11. Secure shaft with nut. Torque to 7.6 kg.m. (55 lb.ft.). Refit grease nipple.
12. If necessary fit oil seal track to half shaft splined flange. Refit spacer.
13. Thoroughly clean and de-grease splines of half shaft and bore of hub.
14. Using a small brush sparingly apply Loctite 'Stud Lock' to outer two thirds of half shaft splines.
15. Assemble hub carrier to half shaft.

NOTE: If car fitted with wire wheels and associated splined hubs, rotate hub to align access hole with split pin hole in half shaft.

16. Fit washer and secure hub carrier assembly with castellated nut. Torque to 19.3 kg.m. (140 lb.ft.). Lock using new split pin.
17. Check, and if necessary, adjust hub bearing end float — 64.15.13.
18. Remove stands.
19. Refit road wheel.



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REAR HUB AND CARRIER ASSEMBLY

Overhaul

64.15.07

Service tools

Special collar JD.14
 Dummy shaft JD.14
 Press tool JD.16C
 Hand press SL.14
 Press tool JD.20A
 Tool JD.20A-1

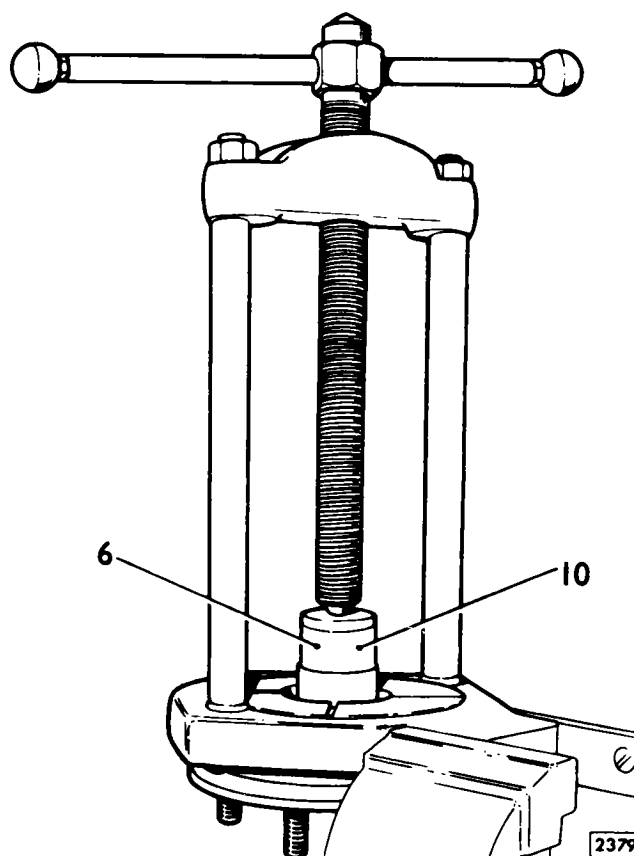
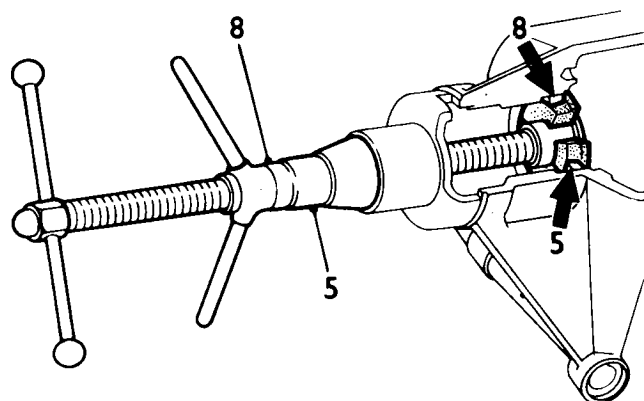
1. Remove rear hub and carrier assembly – 64.15.01.

Dismantling

2. Recover shims and retaining washers from fulcrum. Prise out oil seals and oil seal holders, remove spacer ring taper roller bearings, spacers and shims.
3. Support hub carrier and press out hub using handpress and suitable mandrel.
4. Remove oil seals from carrier.
5. Remove inner and outer bearing cups from carrier.
6. Extract outer bearing from hub.

Inspection

7. Examine all components for signs of wear or damage and renew if necessary. Pay particular attention to oil seal tracks on hub and half shaft, as scores on these items will considerably shorten oil seal life.



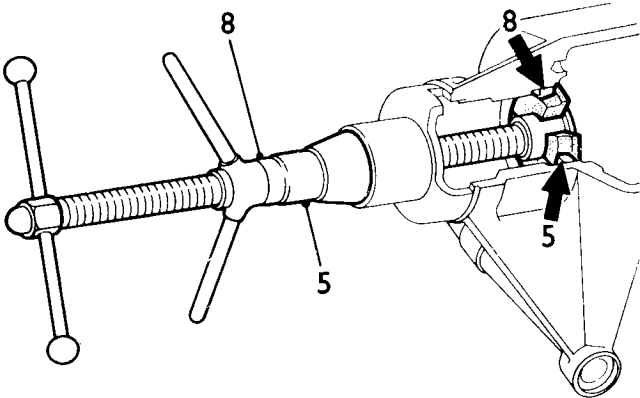
Reassembling

- Press cups of inner and outer bearing into hub carrier.
- If outer oil seal track is to be changed press new item on to hub.
- Press outer bearing on to hub.
- Press new outer seal into recess in hub carrier.
- Place hub into carrier and position beneath press, inner end uppermost. Pack with specified grease.
- Place inner bearing inner race on hub.
- Place special collar JD.15 over bearing and press bearing on to hub.
- Using dial indicator measure end float of carrier on hub.

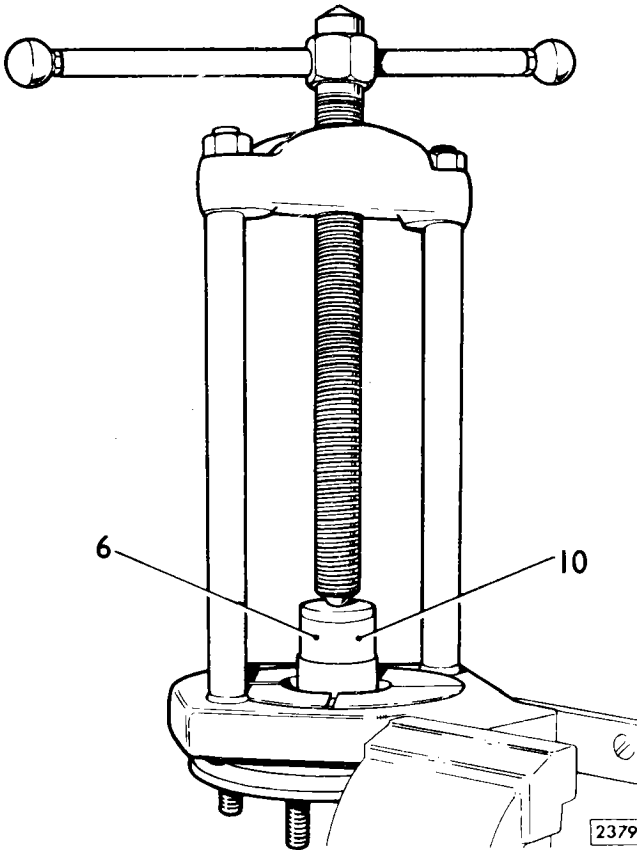
NOTE: Special collar is equivalent to spacer of 3.81 mm. (.15 in.)
 Using this knowledge, calculate the spacer required to give endfloat of .025 to .076 mm. (.001 to .003 in.)
 Spacers are supplied in thickness of 2.77 to 4.84 mm. (.109 to .151 in) in steps of .076 mm (.003 in.) and are lettered A to R (less letters I, N and O)

SPACER LETTER	THICKNESS	
	mm	inches
A	2.77	.109
B	2.85	.112
C	2.92	.115
D	3.00	.118
E	3.07	.121
F	3.15	.124
H	3.23	.127
G	3.30	.130
J	3.38	.133
K	3.45	.136
L	3.53	.139
M	3.61	.142
P	3.68	.145
Q	3.75	.148
R	3.87	.151

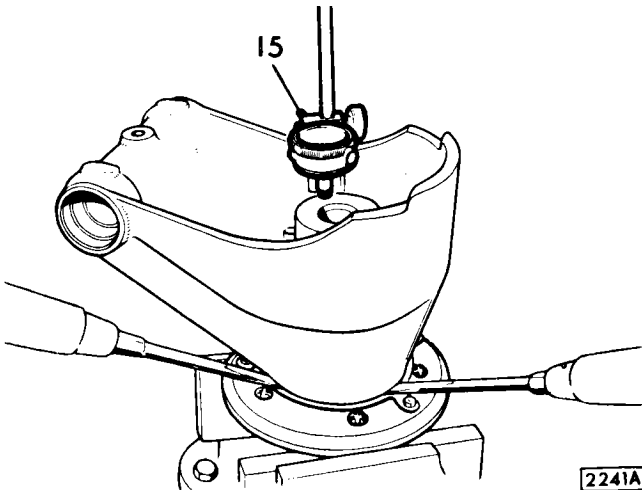
For example, assume endfloat measured to be .64 mm. (.025 in.). Subtract required nominal end float of .050 mm. (.002 in.) from measured end float giving .59 mm. (.023 in.). Since special collar is 3.81 mm. (.150 in.) thick, the thickness of the spacer to be fitted will be 3.81 mm. - .59 mm. i.e. 3.22 mm (.126 in.).
 The nearest spacer is 3.30 mm. (.130 in.) so letter H spacer should be fitted in place of special collar.



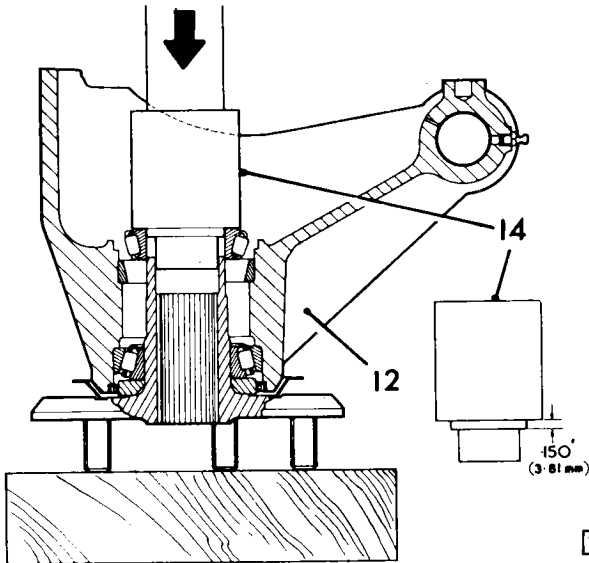
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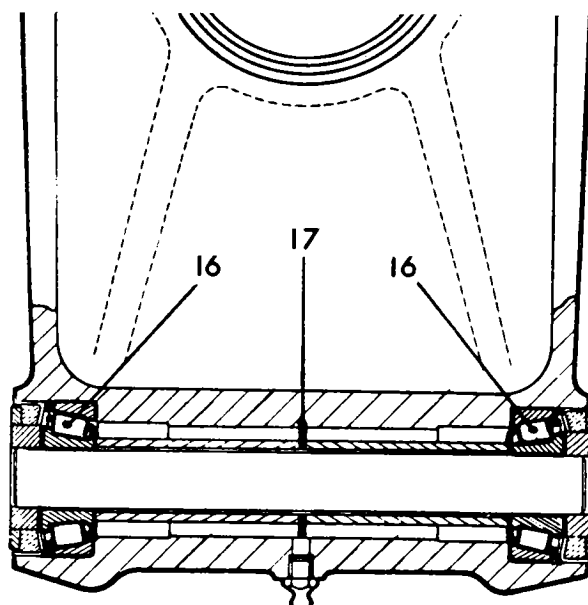
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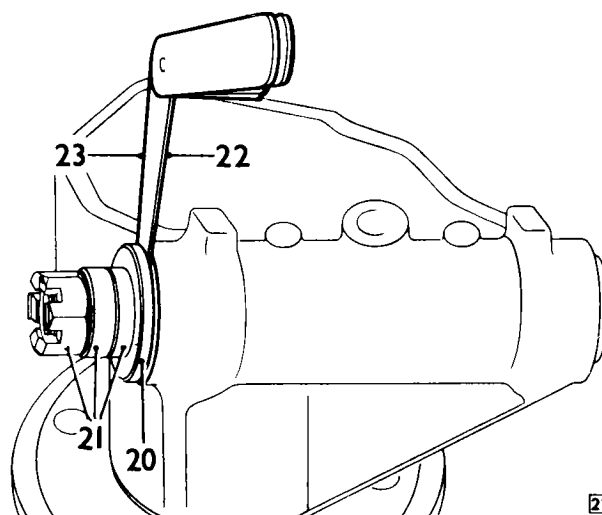
16. Before assembling hub carrier to wishbone, shimming of fulcrum taper bearings must be checked and adjusted to establish bearing pre-load.
17. Bearing pre-load adjustment is effected by shims fitted between the two fulcrum spacer tubes. The correct bearing adjustment is .02 mm. (.001 in.) pre-load.

NOTE: Shims are available in sizes of 0.76 mm (.003 in.) and .178 mm (.007 in.) thick and 28.67 mm. (1.125 in.) diameter. A simple jig should be made consisting of a piece of plate steel approximately 17.7 cm x 10.1 cm x 9.5 mm. (7 in. x 4 in. x .375 in.). Drill and tap a hole suitable to receive the outer fulcrum shaft.

18. Place steel plate in a vice, screw fulcrum shaft into plate and slide oil seal track on to shaft.
19. Place hub carrier assembly on to the shaft, less oil seals, but with a known excess of shims between two fulcrum spacer tubes.
20. Place an inner wishbone fork outer thrust washer into fulcrum shaft, so that it abuts oil seal track and retaining washer.
21. Fill remaining space on shaft with washers and secure with nut.
Torque to 7.6 kg.m. (55 lb.ft.).
22. Press hub carrier assembly towards steel plate, twisting it to settle taper rollers. Maintain pressure on carrier and use feeler gauges to measure clearance between large diameter washer and hub carrier. Note clearance.
23. Pull hub carrier towards large diameter washer, twisting it to settle taper rollers. Maintain pressure on carrier and use feeler gauges to measure clearance between washer and hub carrier. Note clearance.



5417

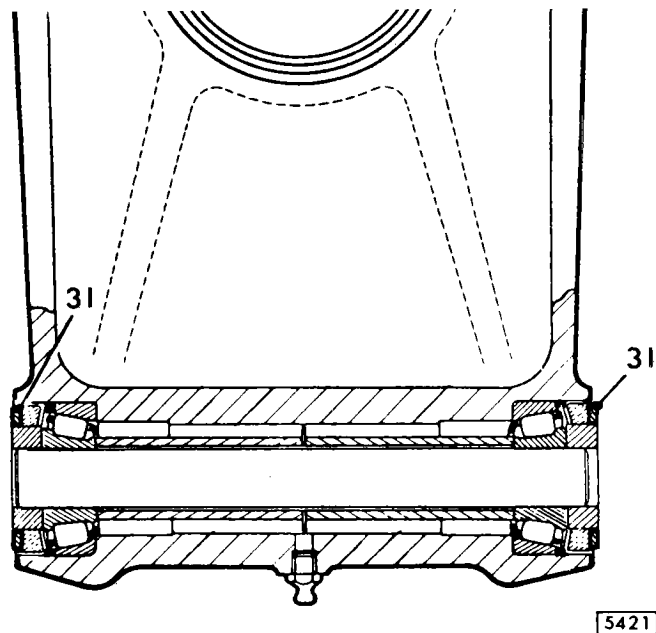
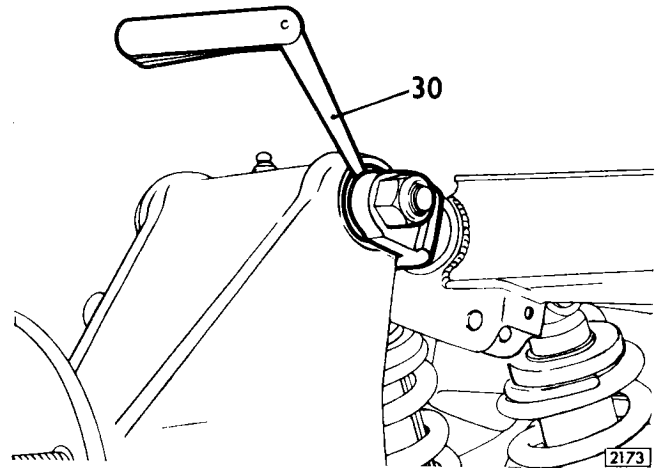
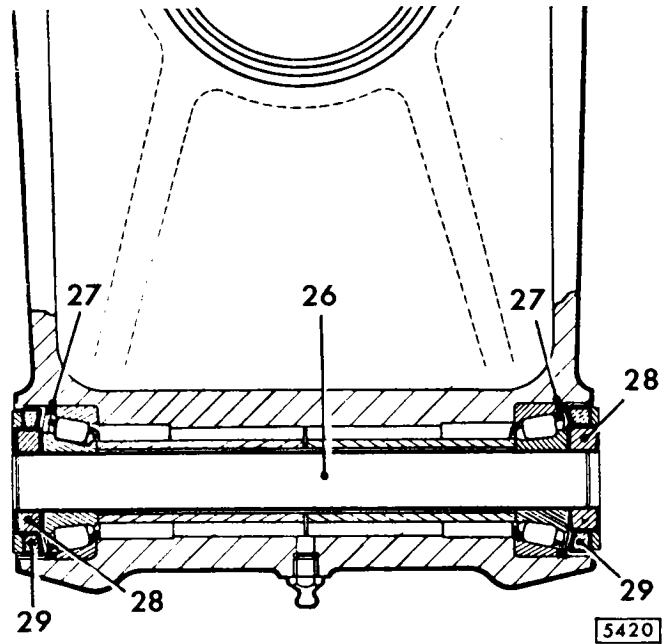


217A

24. Subtract clearance noted in operation 23 from that noted in operation 22. This gives an endfloat measurement for bearing assembly.
25. Dismantle assembly from jig plate and remove sufficient shims to obtain a reading of .02 mm. (.002 in.) pre-load.
For example:—
Assume endfloat found in operation 24 to be .25 mm. (.010 in.).
Therefore
 $.25 + .02 \text{ mm} = .27 \text{ mm}.$
 $(.010 + .002 \text{ in.} = .011 \text{ in.})$
to be removed to give correct pre-load.
26. Pack fulcrum bearing housing with specified grease, and fit dummy shaft, tool number JD.14.
27. Ensure spacing ring is fitted between taper roller bearing track and oil seal shell.
28. Fit oil seal tracks on dummy shaft.
29. Fit new oil seals.
30. Locate outer fulcrum boss between jaws of wishbone. Press against one jaw and use feeler gauges to measure clearance between opposite jaw and boss. Select shims to this value. Divide pack into two equal parts to centralize hub carrier between jaws of wishbone and prevent jaws nipping in. Shims are available of .076 mm. (.003 in.) and .179 mm (.007 in.) thickness, and 22.2 mm (.875 in.) diameter.
31. Fit a seal retainer ring at each side of fulcrum bearing assembly.
32. Fit shims selected in operation 30 at each side of fulcrum bearing assembly.
33. Chase dummy shaft through wishbone with fulcrum shaft.
34. Fit nut and tighten to 7.6 kg.m. (55 lb.ft.).
35. Thoroughly clean and de-grease splines of half shaft and bore of hub.
36. Using a small brush sparingly apply Loctite 'Stud lock' to outer two thirds of half shaft splines.
37. Assemble hub carrier to half shaft.

NOTE: If car fitted with wire wheels and associated splined hub, rotate hub to align access hole with split pin hole in half shaft.

38. Fit washer and castellated nut to half shaft. Torque to 19.3 kg.m. (140 lb.ft.).
39. Refit rear hub and carrier assembly to car.



REAR HUB BEARING END FLOAT

Check and adjust

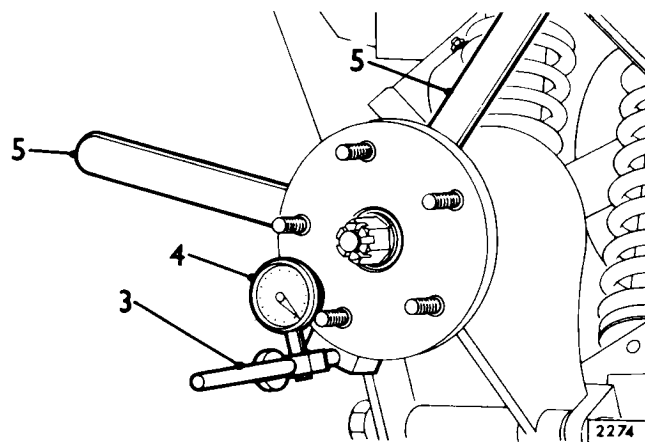
64.15.13

Service tool

Bracket JD.13

Checking

1. Remove rear road wheel — 74.20.01.
2. Place stands under rear of car.
3. Clamp tool JD.13 to hub carrier web so that button of dial indicator bears on end of hub.
4. Tap hub fully inward and set dial indicator to zero.
5. Using two levers between hub and hub carrier boss press hub outwards. Take care not to damage water thrower. Maintain steady pressure and note dial indicator reading. Endfloat should be .025 to .076 mm. (.001 to .003 in.).
A maximum endfloat of .127 mm (.005 in.) can be tolerated; a larger endfloat reading necessitates investigation and rectification according to procedures laid down in Rear hub and carrier assembly — overhaul 64.15.07.
6. Refit road wheels.
7. Remove stands.



REAR HUB OIL SEALS

Remove and refit

64.15.15

The degree of dismantling required to change rear hub oil seals is extensive; full rear hub overhaul procedure should therefore be carried out — 64.15.07 and all oil seals, including outer wishbone fulcrum oil seals changed. Renew grease content of both hub and fulcrum bearing assemblies.

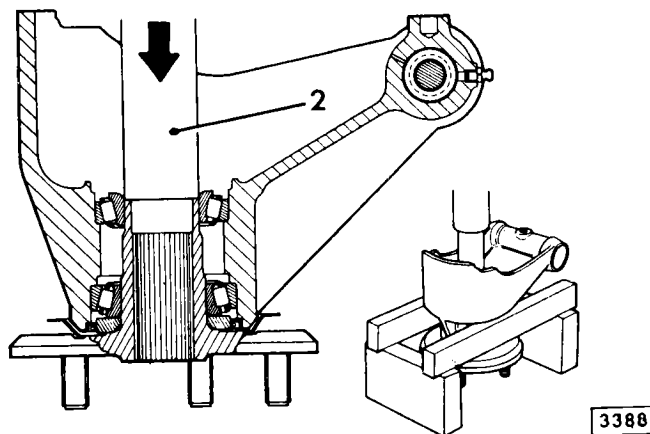
REAR HUB WHEEL STUDS

Remove and refit

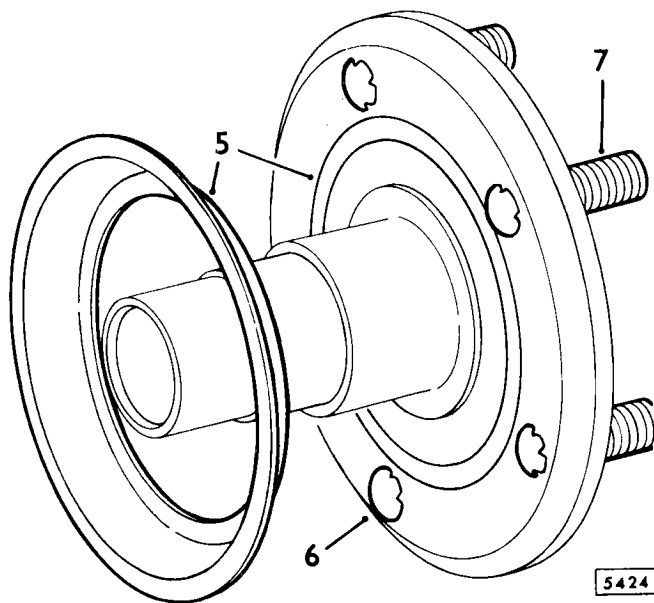
64.15.26

Removing

1. Remove rear hub and carrier assembly – 64.15.01.
2. Support hub carrier and press out hub using handpress and suitable mandrel.
3. Prise old oil seals from hub.
4. Draw outer bearing and oil seal track from hub.
5. Use a narrow, sharp cold chisel to open peening securing water thrower. Remove thrower.
6. Support hub, and file or grind staking from faulty stud/s.
7. Unscrew stud/s from hub flange.



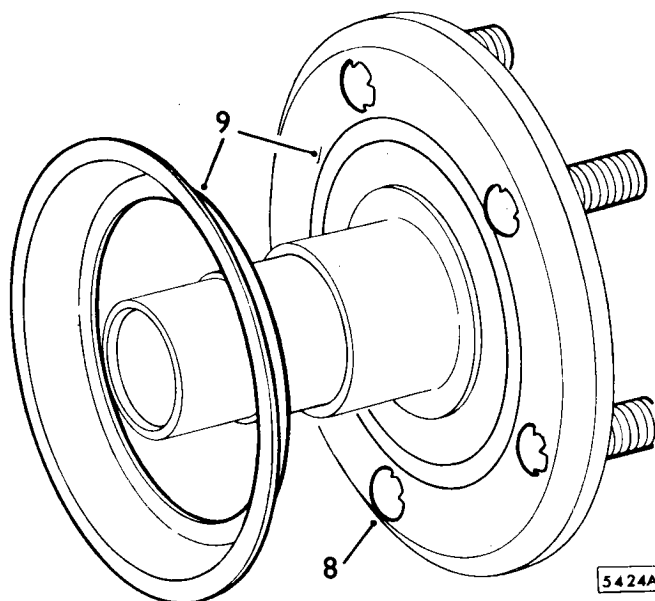
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5424

Refitting

8. Screw new stud/s into hub and stake in four places to back of flange.
9. Fit water thrower to hub and use blunt cold chisel to peen over flange in three or four places.
10. Press oil seal track and outer bearing race on to hub.
11. Press new outer and inner oil seals into hub.
12. Fit hub into hub carrier and pack with suitable grease.
13. Locate inner bearing over hub and press into position.
14. Refit rear hub and carrier assembly.



5424A

REAR ROAD SPRINGS

Remove and refit

64.20.01

Service tools

Handpress SL.14
Adaptor JD.11B

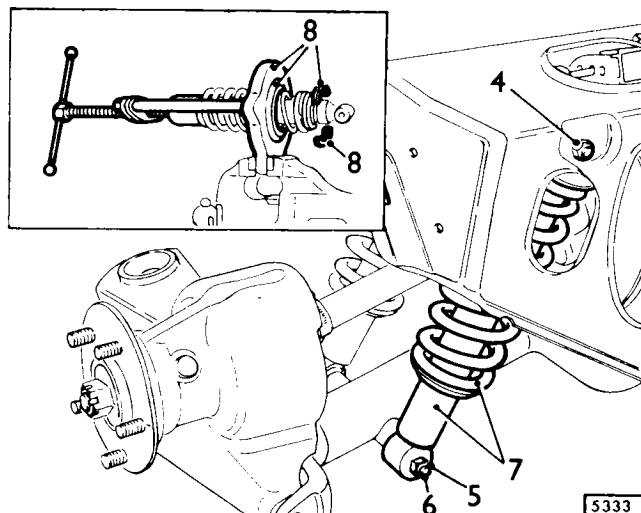
Removing

NOTE: Rear springs can be removed with rear suspension unit fitted to car.

1. Remove rear road wheel – 74.20.01.
2. Support rear of car on stand.
3. Place jack to support wishbone.
4. Remove self-locking nut and bolt securing top of hydraulic damper to suspension unit cross beam.
5. Remove washers and nuts securing hydraulic dampers to wishbone.
6. Drift out damper mounting pin. Recover spacer at forward end of mounting pin tube.
7. Withdraw hydraulic damper and road spring assembly.
8. Using tools SL.14 and JD.11B compress road spring until collets and spring seat can be removed.
9. Release spring pressure and withdraw hydraulic damper from road spring.

Refitting

Reverse operations 1 to 9 inclusive.



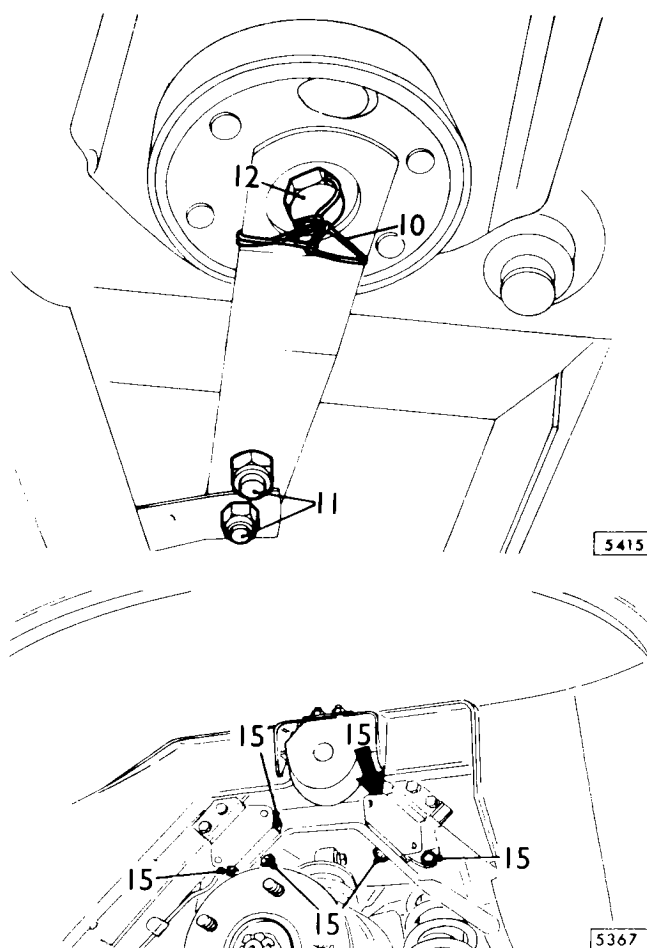
REAR SUSPENSION UNIT

Remove and refit

64.25.01

Removing

1. Open luggage compartment and remove spare wheel.
2. Remove rear road wheels – 74.20.01.
3. Place stands under car, forward of radius arm anchor points.
4. Remove rear silencer and tailpipes, on later cars restrain bracket set screws from inside luggage compartment – 30.10.22.
5. Disconnect centre brake pipe hose – 70.15.04.
6. Remove two drive screws from right hand rear brake air scoop and swing it to one side.
7. Set handbrake fully off.
8. Remove split pin, washer and clevis pin securing handbrake cable to compensator.
9. Slacken locknut and screw adjuster from compensator.
10. Remove safety wire from radius arm bolts and safety straps.
11. Remove nuts from bolts securing safety straps.
12. Remove bolts securing radius arms and disconnect radius arms and safety straps from body.
13. Place jack beneath tie plate of rear suspension unit.
14. Remove nuts from rear flange of propeller shaft.
15. Remove two locknuts and two bolts, and one locknut and plain washer securing each rubber mounting to suspension unit.
16. Lower jack to remove suspension unit.



REAR SUSPENSION

Refitting

17. Reverse operations 1 to 16 inclusive.

NOTE: Before refitting radius arms to body, it is advisable to wire brush spigot mounting and lightly smear it with waterproof grease. Wire lock radius arm bolt to safety strap.

Tighten following fixings to stated torque levels:

Radius arm and safety strap to body.

5.5 to 6.2 kg.m. (40 to 45 lb.ft.)

Safety strap to body.

2.1 to 2.5 kg.m. (15 to 18 lb.ft.)

Vee mounting fixings.

2.1 to 2.5 kg.m. (15 to 18 lb.ft.)

18. Bleed brakes — 70.25.02.

19. Adjust handbrake — 70.35.10.

REAR SUSPENSION UNIT

Overhaul

64.25.06

The rear suspension unit is an assembly comprising individual units, the removal, refitting and overhaul of each being covered elsewhere in this Manual.

For this reason, an overhaul procedure is not given for the rear suspension unit assembly proper, although it is advisable to check all bushes, fulcrum bearings and oil seals for leakage whenever the unit is removed from the car.

REAR SUSPENSION HEIGHT

Check

64.25.12

1. Ensure radiator topped up with coolant.
2. Ensure engine sump filled to correct level with specified lubricant.
3. Ensure tyre pressures correct.
4. Note contents of fuel tank.

NOTE: Fuel tank holds 81 litres (18 Imperial gallons or 20 U.S. gallons).

5. Calculate ballast weights required to represent difference between weight of fuel tank contents and weight of full tank.

NOTE: 5 litres weighs 3.8 kg.

1 Imp. gallon weighs 8.0 lb.

1 U.S. gallon weighs 7.2 lb.

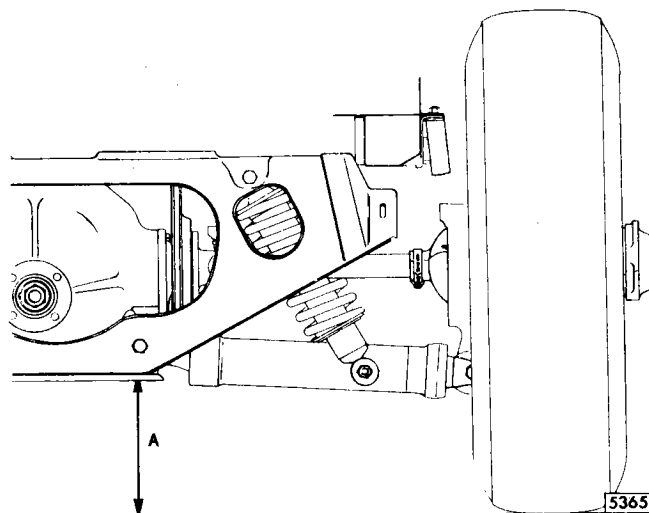
Full fuel tank weighs 61 kg. (135 lb.)

6. Place weights on floor of luggage compartment immediately above fuel tank.
7. Roll car forward three lengths on perfectly level surface.
8. Measure distance between lower surface of rear cross member and ground at both sides of car.

Dimension A must be 20.08 cm \pm .64 cm. (7.90 in. \pm .25 in.).

If dimension is not correct, check all bushes and bearing points of rear suspension. If no cause discovered, rear road springs must be changed.

Remove all four springs and change as complete set.



REAR SUSPENSION CAMBER ANGLE

Check and adjust

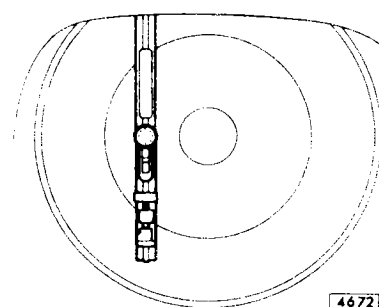
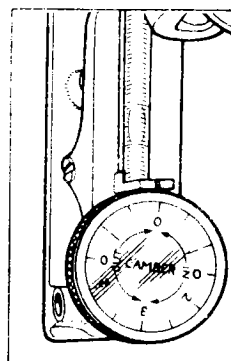
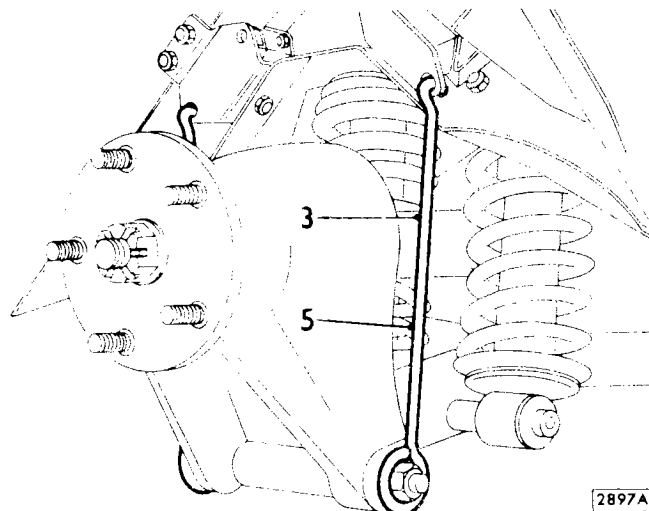
64.25.18

Service tool

Setting links JD.25

Checking

1. Set car on level surface.
2. Ensure tyre pressures correct.
3. Hook one end of setting link, tool JD.25, in lower hole of rear mounting, depress body until other end of setting link can be slid over outer wishbone fulcrum nut. Repeat on other side of car.
4. Set camber gauge against each rear tyre and read off camber angle. The correct reading should be $-3/4^{\circ} \pm 1/4^{\circ}$. If these limits are not met, note deviation and adjust camber angle, see operation 6 to 14 inclusive. If result satisfactory, continue with operation 5.
5. Remove setting links.

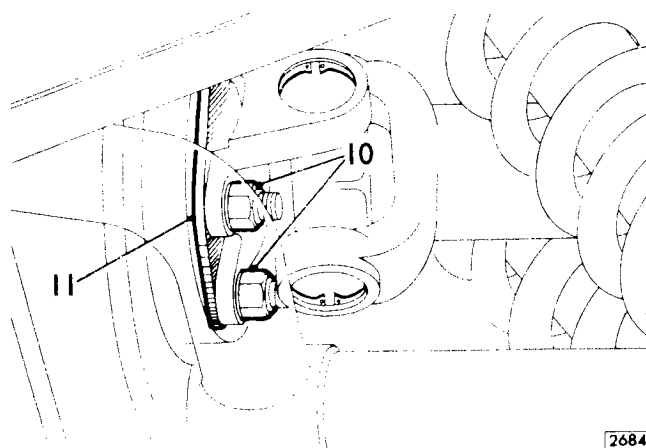


Adjust

6. Remove setting links.
7. Jack up rear of car and place stands to support body.
8. Remove road wheel - 74.20.01.
9. Remove lower wishbone outer fulcrum grease nipple.
10. Remove four steel locknuts securing half shaft flange to brake disc.
11. Separate half shaft from disc to enable shims to be fitted.

NOTE: Addition of one shim .5 mm (.020 in.) will alter camber position $1/4^{\circ}$.

12. Add or remove shims as required.
13. Reverse operations 6 to 10 inclusive.
14. Recheck camber angle, operation 4.



REAR SUSPENSION

REAR HYDRAULIC DAMPERS

Remove and refit

64.30.01

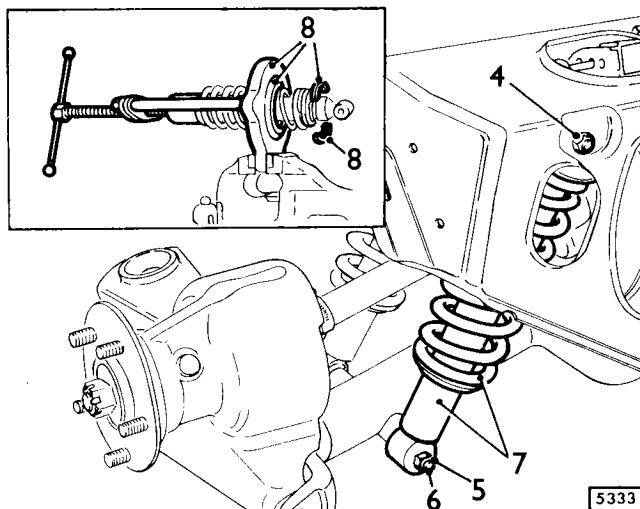
Service tools

Handpress SL.14
Adaptor JD.11B

Removing

NOTE: Rear hydraulic dampers can be removed with rear suspension unit fitted to car.

1. Remove rear road wheel — 74.20.01.
2. Support rear of car on stand.
3. Place jack to support wishbone.
4. Remove self-locking nut and bolt securing top of hydraulic damper to suspension unit cross beam.
5. Remove washers and nuts securing hydraulic dampers to wishbone.
6. Drift out damper mounting pin. Recover spacer at forward end of mounting pin tube.
7. Withdraw hydraulic damper and road spring assembly.
8. Using tools SL.14 and JD.11B compress road spring until collets and spring seat can be removed.
9. Release spring pressure and withdraw hydraulic damper from road spring.



Refitting

NOTE: Hydraulic dampers fitted to this car are of the gas pressurized type and therefore need not be exercised before installation.

Reverse operations 1 to 9 inclusive.

BUMP STOP

Remove and refit

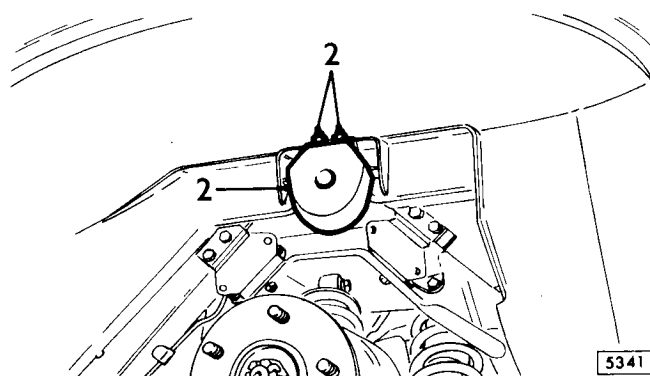
64.30.15

Removing

1. Remove rear road wheel — 74.20.01.
2. Remove two self-locking nuts and washers and detach bump stop.

Refitting

Reverse operations 1 and 2.



WISHBONE

Remove and refit

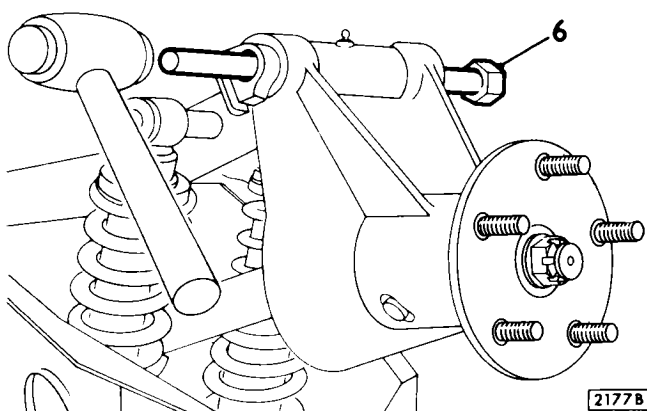
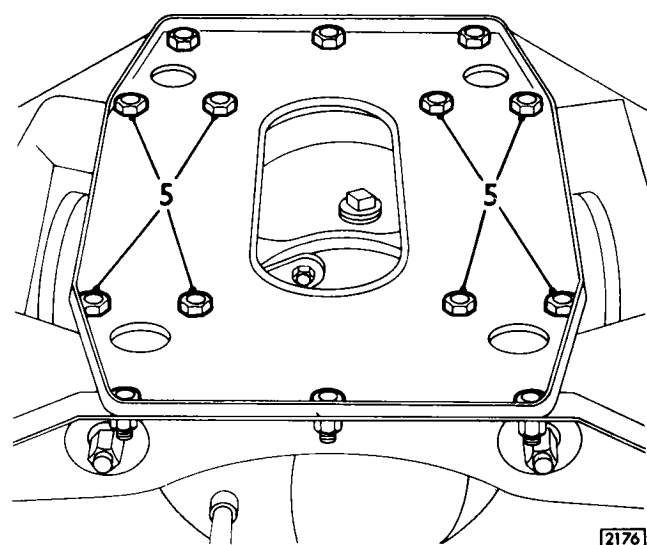
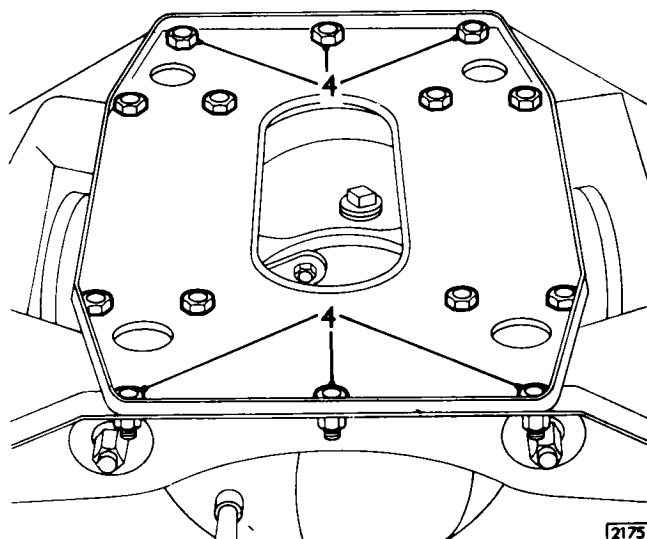
64.35.15

Service tool

Dummy shaft JD.14

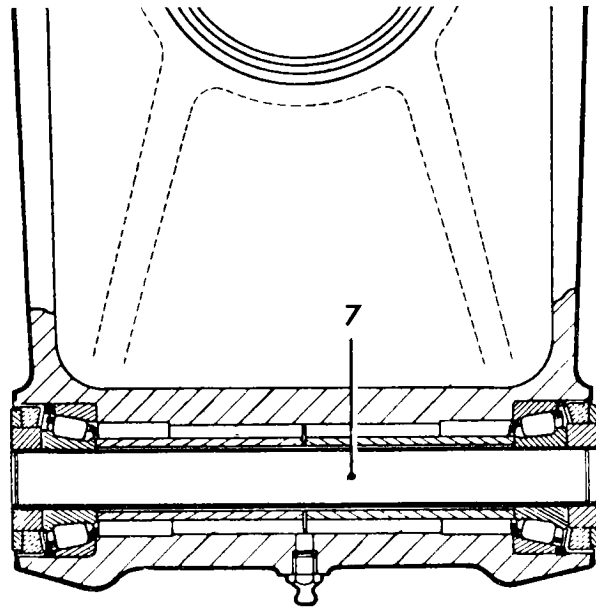
Removing

1. Drain oil from final drive unit.
2. Remove rear suspension unit – 64.25.01.
3. Invert rear suspension unit on bench.
4. Remove six self locking nuts and setscrews securing tie plate to cross member flange.
5. Remove eight bolts and spring washers securing tie plate to wishbone inner fulcrum mounting brackets.
6. Remove one self locking nut from outer fulcrum shaft, drift out shaft and remove.

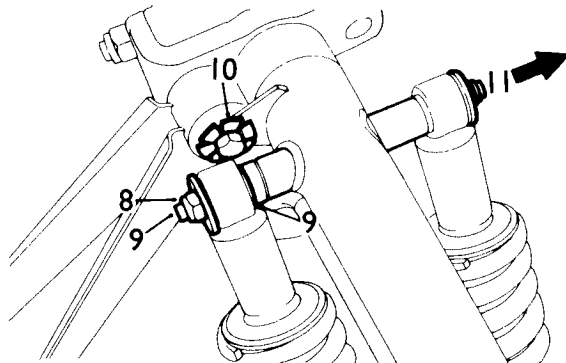


7. Fit dummy shaft tool JD.14 to hub carrier assembly. Retain shims and oil seal retaining washers at each side of fulcrum with adhesive tape.
8. Remove forward self locking nut and plain washer at wishbone road spring assembly pivot.
9. Tap pivot rearwards through wishbone to clear forward damper and spacer. Recover spacer and move damper towards centre of suspension assembly.
10. Turn down tab washer and remove special bolt securing radius arm to wishbone. Remove radius arm.
11. Withdraw road spring assembly pivot.
12. Remove one self locking nut and plain washer on wishbone inner fulcrum shaft.
13. Drift inner fulcrum shaft from cross member and fulcrum mounting bracket.
14. Withdraw wishbone assembly.
15. Recover thrust washers, seal retainers, seals, bearing tube, needle bearing cages and spacer from each inner boss of wishbone.

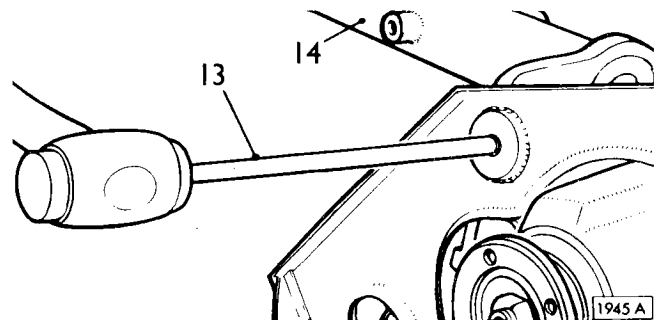
NOTE: It is not necessary to remove spacing tube fitted to inner fulcrum mounting bracket unless mounting bracket is to be removed.



5422



5418



1945 A

Refitting

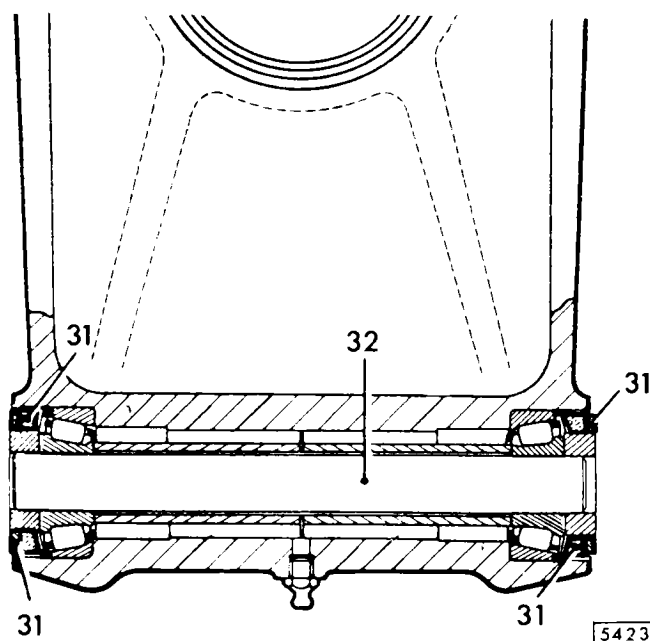
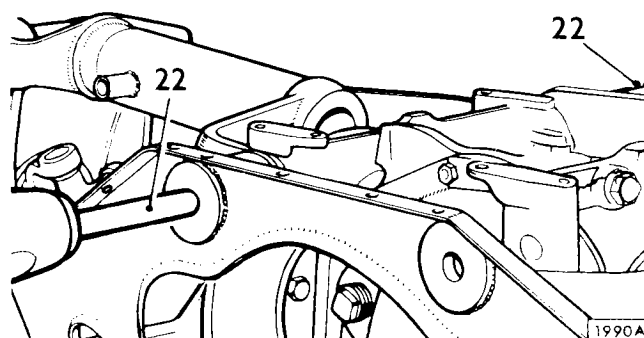
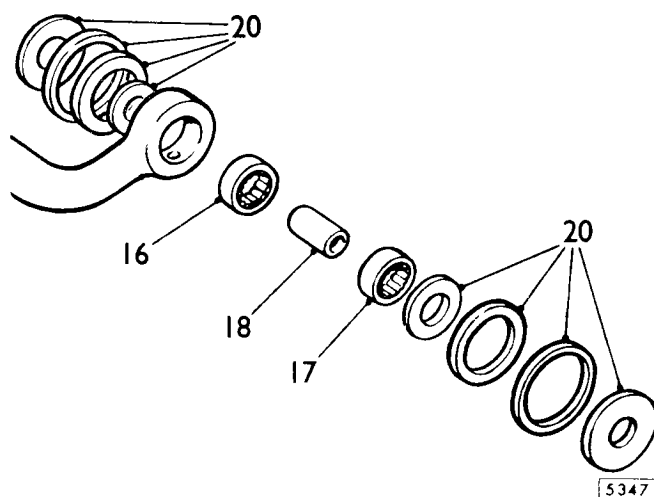
16. Smear needle bearing cage with grease and press into wishbone inner fulcrum boss, engraving facing outwards.
17. From opposite end of boss, press in second needle bearing cage, again with engraved face outwards.
18. Insert bearing tube.
19. Repeat for other boss.
20. Smear four outer thrust washers, inner thrust washers, new oil seals and oil seal retainers with grease and place into position on wishbone.
21. Offer up wishbone to inner fulcrum mounting bracket with radius arm bracket towards front of suspension unit.

NOTE: Take great care not to displace any of the fulcrum bearing components.

22. Carefully enter dummy shaft, tool JD.14, from each end to retain bearing assemblies and locate wishbone with mounting bracket.
23. Smear fulcrum shaft with grease and gently drift it through fulcrum to chase out dummy shafts.

NOTE: It is advisable to maintain a slight reaction pressure on dummy shafts as they emerge from fulcrum. This ensures that thrust washers are not knocked out of position. Should this happen, the fulcrum shaft, dummy shaft and wishbone must be removed, and the installation operations 16 to 23 repeated.

24. Fit self locking nut to fulcrum shaft. Tighten to torque of 6.2 to 6.9 kg.m. (45 to 50 lb.ft.).
25. Refit eight bolts and spring washers securing tie plate to fulcrum mounting bracket. Tighten.
26. Refit six setscrews and self locking nuts securing tie plate to cross member. Tighten.
27. Refit radius arm to wishbone using special bolt and tab washer.
28. Refit road spring assembly pivot pin, replacing spacer adjacent to radius arm securing bolt.
29. Fit self locking nut and plain washer and tighten to 4.1 to 5.0 kg.m. (30 to 36 lb.ft.).
30. Remove adhesive tape securing shims and oil seal retainers at wishbone outer fulcrum in hub carrier assembly.
31. Remove shims and oil seal retainers, prise out old oil seals and fit new. Replace oil seal retainers and shims.
32. Fit dummy shaft JD.14 to retain components of bearing in hub carrier.
33. Locate hub carrier assembly between jaws of wishbone and chase dummy shaft out with fulcrum shaft.
34. Fit self locking nut to fulcrum shaft. Tighten to torque of 13.1 to 14.5 kg.m. (95 to 105 lb.ft.).
35. Refit rear suspension unit.
36. Refill final drive unit with specified lubricant.
37. Check rear suspension camber angle -- 64.25.18.
38. Re-lubricate wishbone fulcrum shafts as detailed in Routine Maintenance group 10.



REAR SUSPENSION

WISHBONE OIL SEALS

Remove and refit 64.35.17

Follow procedure given under wishbone — remove and refit
— **64.35.15.**

MOUNTING BRACKET

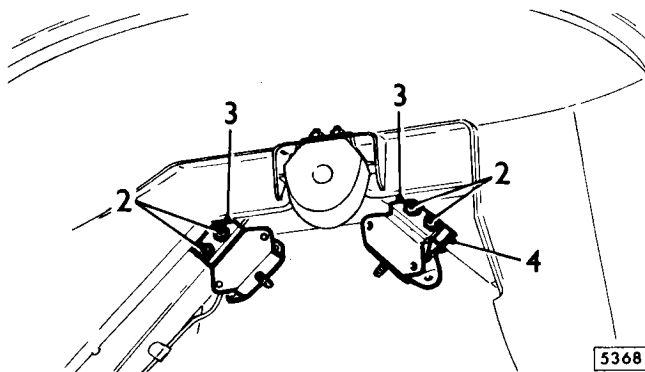
Remove and refit 64.35.20

Removing

1. Remove rear suspension unit — 64.25.01.
2. Remove two self locking nuts and bolts securing each mounting bracket to body. Recover two packing pieces from beneath each rear bracket.

Refitting

3. Fit new rear suspension rubber mountings to body with cut-away end of flange upwards.
4. Position a packing piece on either side of body channel beneath both rear brackets.
5. Secure bracket using bolts and self locking nuts. Tighten to torque of 2.1 to 2.5 kg.m. (15 to 18 lb.ft.).
6. Refit rear suspension unit.



WISHBONE BEARINGS

Remove and refit 64.35.16

Procedures for removal and refitting the wishbone outer fulcrum bearings are given in Rear hub and carrier assembly — remove and refit — 67.15.01, and overhaul — 67.15.07. The wishbone inner fulcrum bearings are covered in Wishbone — remove and refit — 64.35.15.

INNER FULCRUM MOUNTING BRACKET

Remove and refit

64.35.21

Removing

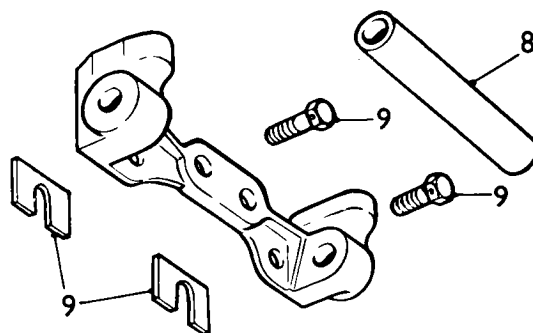
1. Drain oil from final drive unit.
2. Remove rear suspension unit – 64.25.01.
3. Remove eight bolts and locking washers securing tie plate to inner fulcrum mounting bracket.
4. Remove six bolts and self locking nuts securing tie plate to crossmember.
5. Remove one self locking nut and drift out inner fulcrum shaft.
6. Withdraw wishbone fork from fulcrum bracket.
7. Recover thrust washers, seal retainers etc. temporarily position them correctly and secure to wishbone with adhesive tape.
8. Tap spacer tube from between lugs of mounting bracket.
9. Remove locking wire from two setscrews securing mounting bracket to final drive unit. Remove setscrews. Note position and number of shims beneath each setscrew.

Refitting

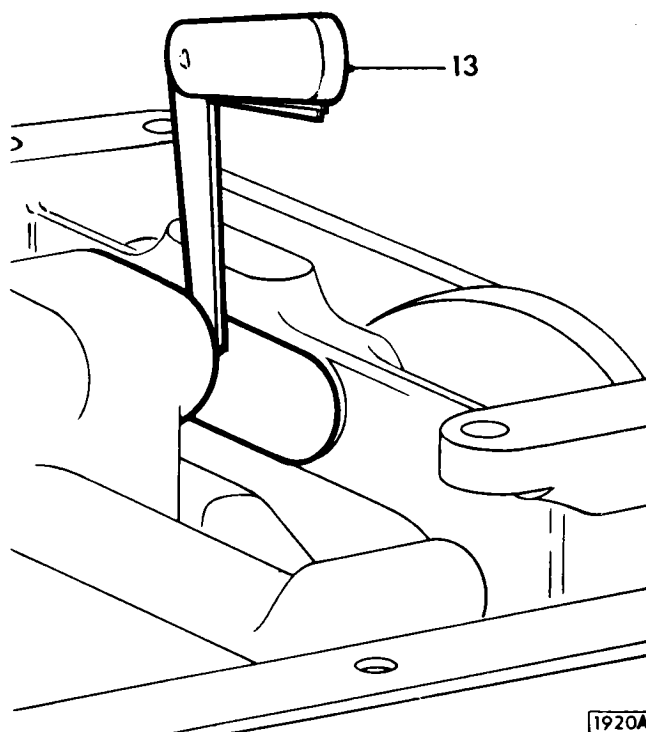
10. Position mounting bracket against final drive unit and loosely locate with two setscrews.
11. Pass fulcrum shaft through crossmember and mounting bracket.
12. Position shims, removed in operation 9, between final drive unit and mounting bracket.
13. Use feeler gauges to determine whether shimming is sufficient to remove clearance, and adjust shim pack beneath each setscrew as necessary.
Shims are available in thicknesses of .127 mm (.005 in.) and .178 mm (.007 in.).
14. Remove fulcrum shaft, position selected shims and tighten setscrews to torque of 8.3 to 9.1 kg.m. (60 to 65 lb.ft.).
Wire lock setscrews to tension in a clockwise direction.
15. Tap spacing tube into position between mounting bracket lugs.
16. Remove adhesive tape from wishbone bearings, fit new oil seals and relocate seal retainers and thrust washers with grease.
17. Carefully position wishbone arms between mounting bracket lugs and locate with dummy shafts, tool number JD.14. Take great care not to displace any component during this operation.
18. Drift dummy shafts from fulcrum using fulcrum shaft.

NOTE: It is advisable to restrain dummy shafts as they emerge to prevent spacers or thrust washers being knocked out of position.

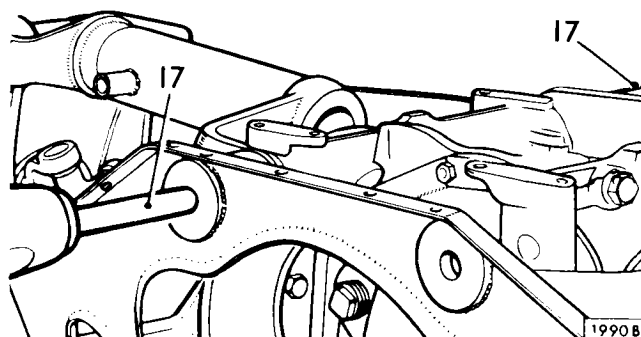
19. Fit self locking nut to fulcrum shaft and tighten to torque of 6.2 to 6.9 kg.m. (45 to 50 lb.ft.).
20. Fit six bolts and self locking nuts securing tie plate to crossmember.
21. Fit eight bolts and lockwashers securing tie plate to inner fulcrum mounting bracket.
22. Refit rear suspension unit.
23. Refill final drive unit with specified lubricant.



5366



1920A



1990B



RADIUS ARM

Remove and refit

64.35.28

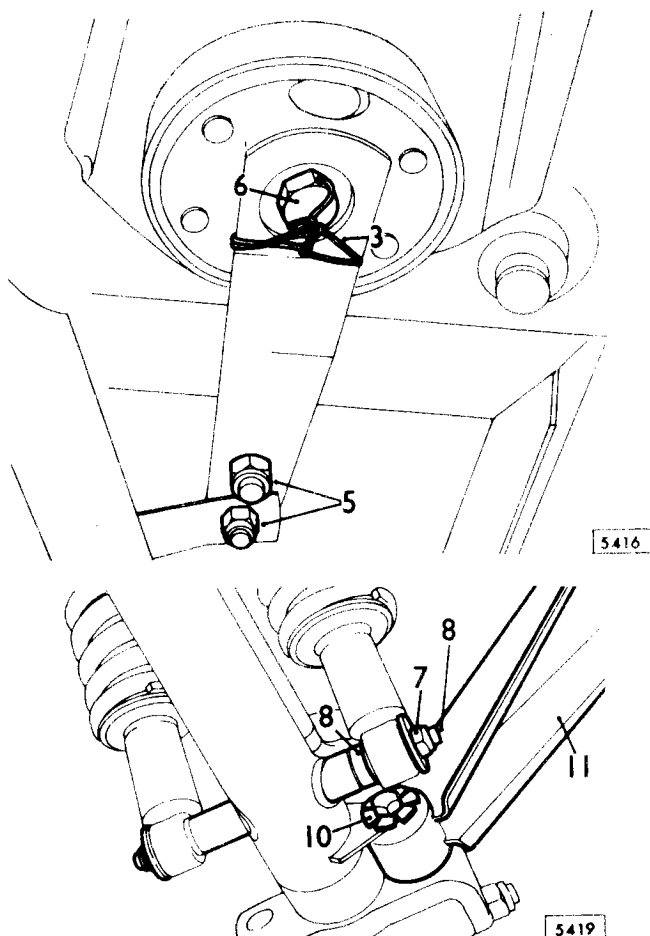
Removing

1. Jack up rear of car and support on stands just forward of radius arm anchor point.
2. Remove road wheel – 74.20.01.
3. Remove safety wire from radius arm bolt and safety strap.
4. Remove two drive screws securing rear brake air scoop.
5. Remove nuts securing safety strap to body move air scoop bracket and remove safety strap.
6. Remove bolt securing radius arm to body and disconnect arm from body.
7. Remove self locking nut and plain washer at forward road spring assembly lower mounting pivot.
8. Drift mounting pin from front to rear sufficiently far to clear forward road spring assembly and spacer.
9. Remove drift, recover spacer and move road spring assembly towards centre line of car.
10. Turn down tab washer and remove special bolt securing bush of radius arm to wishbone.
11. Lever radius arm from spigot anchor point.
12. Examine radius arm bushes and replace if necessary.

Refitting

NOTE: Before fitting radius arm to body spigot location, wirebrush spigot and smear with waterproof grease.

13. Reverse operations 1 to 12 inclusive. Tighten following fixings to stated torque level.
 Radius arm to wishbone 6.2 to 6.9 kg.m. (45 to 50 lb.ft.).
 Radius arm front fixing bolt 5.5 to 6.2 kg.m. (40 to 45 lb.ft.).
 Safety strap to body 2.1 to 2.5 kg.m. (15 to 18 lb.ft.).
 Road spring assembly 4.1 to 5.0 kg.m. (30 to 36 lb.ft.).
14. Wire lock radius arm front fixing bolt to safety strap.



RADIUS ARM BUSHES

Remove and refit

64.35.29

Service tool

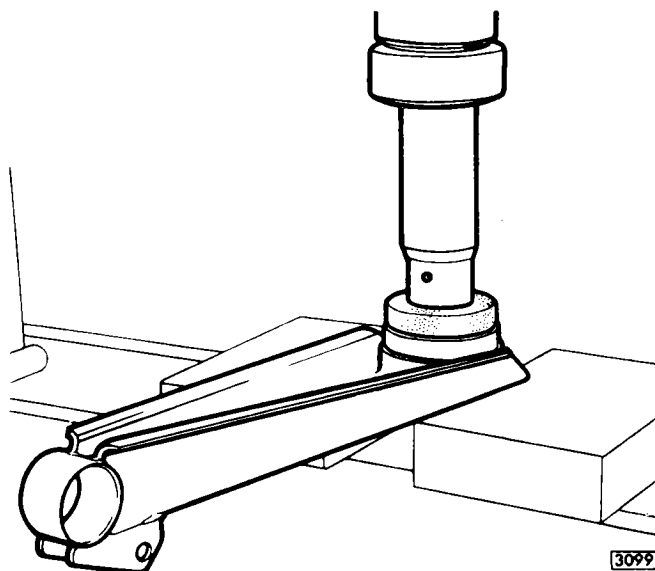
Mandrel JD.21

Removing

1. Remove radius arm – 64.35.28.
2. Use mandrel tool JD.21 and press front bush from housing.
3. Use mandrel tool JD.21 and press rear bush from housing.

Refitting

4. Press new bush into rear bush housing so that bush is central in radius arm.
5. Use mandrel and press new bush into front bush housing so that holes in bush rubber are in line with centre line of radius arm. Press bush into radius arm until bush ring is flush with bush housing. When pressing bush, have open channel of radius arm and small hole in bush core upwards.



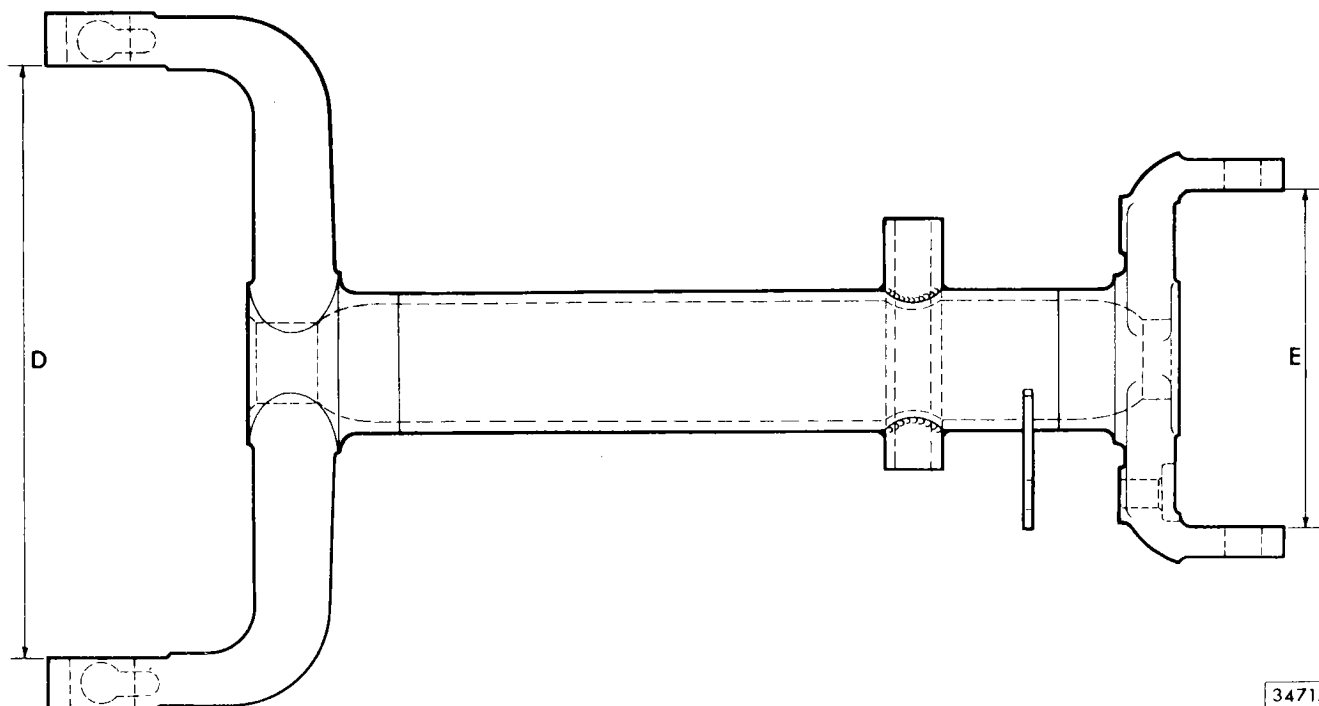
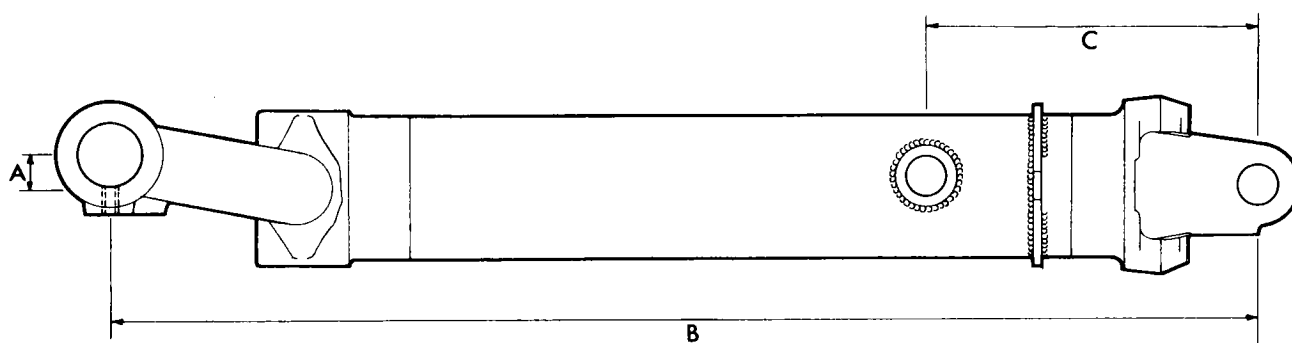
REAR SUSPENSION

ACCIDENTAL DAMAGE

The dimensional drawings below are provided to assist in assessing accidental damage. A component suspected of being damaged should be removed from the car and cleaned off, the dimensions should then be checked and compared with those given in the appropriate illustration.

DIMENSION

- A 15.6 mm. (.625 in.)
- B 51.99 cm. (20.469 in.)
- C 15.08 cm. (5.937 in.)
- D 27.0 – 27.02 cm. (10.642 – 10.632 in.)
- E 15.5 cm. (6.125 in.)



3471A