

SECTION I

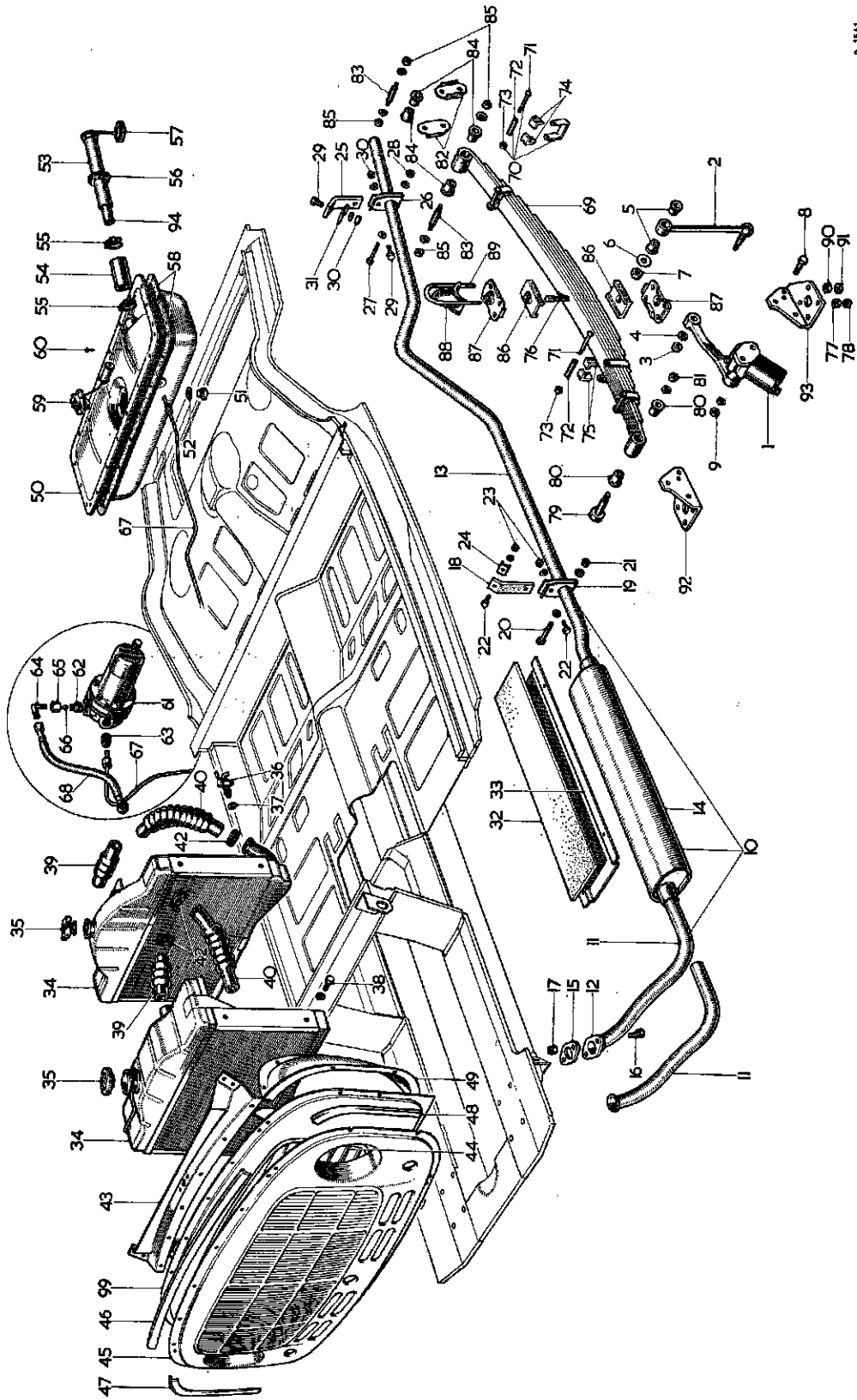
THE REAR ROAD SPRINGS

General description.

Section No. I.1 Removal and replacement of the rear springs.

Section No. I.2 Dismantling and reassembling the springs.

THE SHOCK ABSORBER, RADIATOR, EXHAUST SYSTEM, PETROL SYSTEM, AND REAR SPRING COMPONENTS



6-1941

**KEY TO THE SHOCK ABSORBER, RADIATOR, EXHAUST SYSTEM, PETROL SYSTEM,
AND REAR SPRING COMPONENTS**

No.	Description	No.	Description	No.	Description
1.	Rear shock absorber—R.H. and L.H.	33.	Retaining plate—floor insulator.	65.	Nut—pump delivery elbow.
2.	Link—shock absorber to body.	34.	Radiator.	66.	Olive—pump delivery elbow.
3.	Nut—link to absorber.	35.	Radiator filler cap.	67.	Pipe—petrol tank to pump.
4.	Washer—link to absorber.	36.	Drain tap—radiator.	68.	Pipe—flexible—pump to carburettor.
5.	Bush—link to body.	37.	Washer—radiator drain tap.	69.	Rear spring assembly.
6.	Washer—link to body.	38.	Bolt—radiator to cowl.	70.	Clip—assembly—spring leaf.
7.	Nut—link to body.	39.	Hose—top.	71.	Bolt—leaf clip.
8.	Bolt—absorber to bracket.	40.	Hose—bottom.	72.	Tube—leaf clip.
9.	Nut—absorber to bracket bolt.	42.	Clip—hose.	73.	Nut—leaf clip bolt.
10.	Exhaust assembly.	43.	Cowl assembly.	74.	Rubber—leaf clip—small.
11.	Front pipe—exhaust.	44.	Grille.	75.	Rubber—leaf clip—large.
12.	Flange—front exhaust pipe	45.	Panel—grille.	76.	Dowel bolt.
13.	Rear pipe—exhaust.	46.	Surround—grille—centre.	77.	Nut—dowel bolt.
14.	Silencer assembly.	47.	Surround—grille—R.H.	78.	Locknut—dowel bolt.
15.	Gasket—front pipe flange to manifold.	48.	Surround—grille—L.H.	79.	Pin—spring—front anchorage.
16.	Bolt—front pipe flange to manifold.	49.	Cover-plate—front sid. panel—R.H. and L.H.	80.	Bush—rubber—front anchorage pin.
17.	Nut—pipe flange bolt.	50.	Petrol tank.	81.	Nut—front anchorage pin.
18.	Insulator—front support.	51.	Drain plug—petrol tank.	82.	Shackle plate—spring—rear.
19.	Clip—front support.	52.	Washer—drain plug.	83.	Pin—spring shackle.
20.	Pinch bolt—front support clip.	53.	Filler neck—tank.	84.	Bush—spring shackle pin.
21.	Nut—pinch bolt.	54.	Hose—filler neck.	85.	Nut—spring shackle pin.
22.	Bolt—insulator to floor and clip.	55.	Clip—filler neck hose.	86.	Seating pad—rubber.
23.	Nut—insulator bolt.	56.	Ferrule—filler neck.	87.	Locating plate.
24.	Washer—insulator to floor.	57.	Cap—petrol tank filler.	88.	Buffer—rebound.
25.	Insulator—rear support.	58.	Seal—tank fixing flange.	89.	Bolt—anchor—spring.
26.	Clip—rear support.	59.	Tank unit—petrol gauge.	90.	Nut—anchor bolt.
27.	Pinch bolt—rear support clip.	60.	Screw—tank flange to floor.	91.	Locknut—anchor bolt.
28.	Nut—pinch bolt.	61.	Petrol pump assembly.	92.	Bracket—shock absorber—R.H.
29.	Bolt—insulator to floor and clip.	62.	Union—carburettor pipe.	93.	Bracket—shock absorber—L.H.
30.	Nut—insulator bolt.	63.	Union—tank pipe.	94.	Insert—filler neck.
31.	Washer—insulator to floor.	64.	Elbow—pump delivery.	99.	Grille and panel.
32.	Insulator—floor.				

GENERAL DESCRIPTION

The semi-elliptic leaf springs provided for rear suspension are secured beneath the rear axle by 'U' bolts.

The front ends of the springs are anchored in flexing rubber bushes, while the rear ends are mounted in similar bushes in swinging shackles.

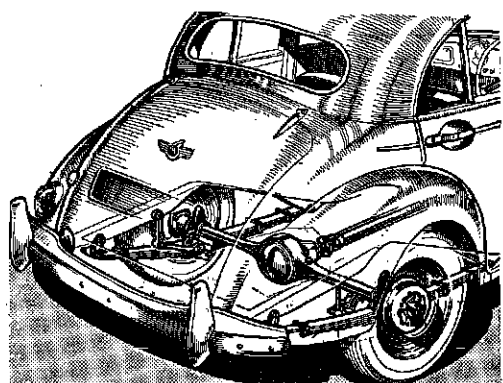
Moulded rubber packing pads are inserted between the leaves and the spring clips. It is essential that no lubricant be used on the spring leaves or shackles.

The spring action is controlled by hydraulic dampers of the piston type (Section L).

Section I.1

REMOVAL AND REPLACEMENT OF THE REAR SPRINGS

Raise the rear of the car by means of a suitable sling attached to the bumper brackets and place a support beneath the axle casing.



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Fig. I.1

The rear springs are of the semi-elliptic type

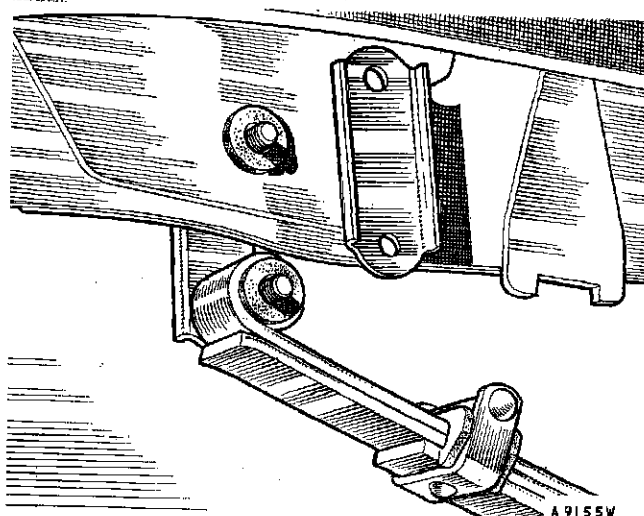
Slacken off the 'U' bolt locknuts and remove the nuts. Raise the 'U' bolts until the shock absorbers and brackets can be pivoted clear of the springs. Remove the plate and rubber pad.

Remove the rear shackle nuts and plates.

Undo the $\frac{1}{8}$ in. nut from the spring front anchorage bolt. The bolt has pin spanner holes in its head to permit it to be held against rotation while loosening or tightening up the nut.

The spring is now free to be removed.

Replacement of the spring is a reversal of the above procedure, but before replacing the shackle bolts, bushes, and plates they must be inspected for wear and, if necessary, replaced by new components. Ensure that the rubber pads are positioned correctly and that the head of



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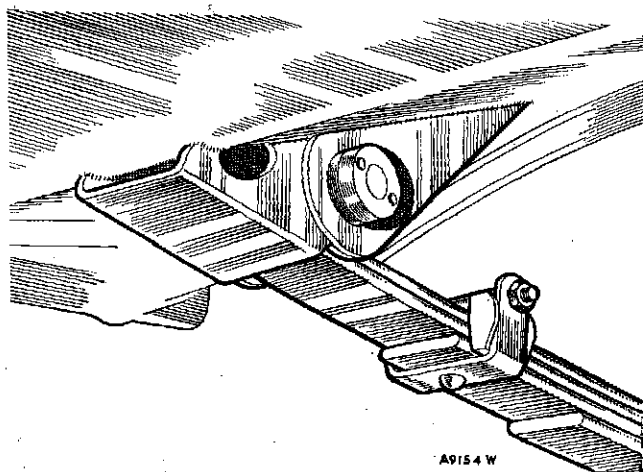
Fig. I.2

The shackle plates withdrawn, showing the flexing rubber bearing bushes

the spring centre bolt registers with the spring bracket on the axle case.

The spring must be replaced with two spring clips forward of the axle, and the front anchorage bolt has to be inserted from the inner side of the bracket.

Before tightening the spring bolts it is essential that the normal working load be applied to the springs so that the flexing rubber bushes are deflected to an equal extent in both directions during service. Failure to take this precaution will inevitably lead to early deterioration of the bushes.



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Fig. I.3

The anchorage pin for the rear spring is provided with holes in its head whereby it may be held against rotation while the nut is screwed or unscrewed. Later models have a modified bracket with a renewable seating for the bolt

Section I.2

DISMANTLING AND REASSEMBLING THE SPRINGS

Slacken off and remove the three spring clip bolts, distance pieces, and rubber packings.

Release the locknut and nut from the spring centre bolt and remove the distance piece and bolt.

The leaves may now be separated.

Inspection

Clean each leaf thoroughly and examine for cracks or breakages. Check the centre bolt for wear or distortion (this bolt forms the location for the spring on its axle pad and should be in good condition).

IMPORTANT.—When fitting new leaves it is important that they are of the correct length and thickness and have the same curvature as the remaining leaves.

It is advisable, even when no leaves are broken, to fit replacement springs when the originals have lost their camber due to settling.

Reassembling

Place the leaves together in their correct order, locating them with the centre bolt.

The dowel head of the bolt must be on top of the spring.

Fit No. 5 leaf with its clip on the forward side of the centre dowel bolt.

Replace the spring clip rubber packings, clip distance pieces, and bolts.

NOTE.—On later models the rear spring front brackets are fitted with detachable and renewable bush plates Part No. ACA 5271, commencing at Car No. 17840 (Home) and Car No. 8700 (Export).