

11. Refitting is the reverse of the removal sequence but particular attention must be given to the following:—

i. THE FORWARD EDGE OF THE REAR SUPPORT BRACKET IS ATTACHED TO THE FLOOR ASSEMBLY FIRST, followed by the rear edge from inside the car and then the front support bracket; the bolt holes in the latter are elongated to accommodate any build up of manufacturing tolerances.

ii. THE RUBBER WASHER ON THE END OF THE SPEEDOMETER OUTER CASING IS NOT OMITTED.

Refit the left hand dust cap so that the speedometer drive peg does not impinge on the drive cam.

iii. The hydraulic system is bled of air see "Brakes, Section K".

iv. The nuts and bolts which secure the wishbones to the front and rear support brackets and the shock absorbers to the outer ends of the wishbones are fully tightened only when the weight of the car is on the roadwheels.

To dismantle and reassemble (See Fig. 4)

1. Detach the outer ends of the two track rods from the steering levers by removing a nut from each ball pin and using a suitable extractor, RG284.

2. Remove the steering rack unit from the rear support bracket by removing four nuts and washers, two reinforcing plates and bridge pieces from the two "U bolts"; collect two more bridge pieces from beneath the rack unit and withdraw the two "U" bolts from the support bracket.

3. Withdraw the hub and king pin assemblies from the outer ends of the wishbones by removing two nuts, bolts and washers each and drifting the king pin carriers out of the wishbone pressings.

4. Detach the two wishbones from the front and rear support brackets by removing two nuts and bolts each, see under "Inner Wishbone Attachment".

5. Reassembly is the reverse of the dismantling sequence but particular attention must be given to the following:—

i. The rear support bracket is offered up so the edge having the weld-nuts is towards the rear and the heads of the wishbone pivot bolts are also towards the rear.

ii. THE NUTS OF THE FOUR WISHBONE PIVOT BOLTS ARE IF NECESSARY RENEWED see under "Inner Wishbone Attachment" and THEY ARE FULLY TIGHTENED ONLY WHEN THE WEIGHT OF THE CAR IS ON THE ROADWHEELS.

iii. The hub and king pin assemblies are fitted to the wishbones so the steering arms point forwards.

iv. The steering rack unit is fitted to the front of the rear support bracket but the "U" bolts are left slack until the steering column has been secured to the splined shaft.