



Fig. 9. Method of removing hub and stub axle assembly from outer end of wishbone

HUB AND STUB AXLE ASSEMBLY

To remove and refit (See Fig. 9)

1. Apply the handbrake, jack up the front of the car and remove the appropriate front wheel.
2. Disconnect the rigid hydraulic brake pipe from the flexible hose mounted in the bracket beneath the front wheel arch and detach the flexible hose from the bracket. See "Brakes, Section K".
3. Detach the lower end of the shock absorber from the bracket on the top face of the wishbone by removing a nut, bolt and washer.
4. In the instance of the left-hand hub and stub axle assembly, withdraw the speedometer cable from the inside face of the stub axle by removing a screw and forked plate, taking care to collect the rubber washer positioned between the metal end of the outer casing and stub axle.

5. Detach the outer end of the track rod from the steering lever by removing a nut from the ball pin and using a suitable extractor, RG284.

Withdraw the hub and stub axle assembly from the outer end of the wishbone by removing two nuts, bolts and washers, drifting the stub axle carrier out of the wishbone pressing with a brass drift.

6. Refitting is the reverse of the removal sequence but particular attention must be given to the following:
 - i. The rubber washer on the end of the speedometer outer casing is not omitted.
 - ii. The hydraulic system is bled of air, see "Brakes, Section K".
 - iii. The front wheel alignment (toe-in) is checked. See under "Front Wheel Alignment (Toe-in)—To Check and Adjust".

SWIVEL PIN AND BUSHES

The swivel pin and bushes can be renewed without removing the brake back plate assembly from the car. In this particular instance the rigid and flexible pipes of the brake system are left undisturbed, thus there will be no necessity to bleed the brake hydraulic system of air during the refitting sequence.

To renew

1. Withdraw the hub assembly from the stub axle. See under "Hub Assembly—To remove and refit", but there is no necessity to remove the grease seal or bearing from the hub shell.
2. Support the wishbone from below.
3. Remove the brake back plate from the stub axle by withdrawing three bolts, nuts and washers and **SUSPEND NEARBY WITHOUT STRAINING THE FLEXIBLE HOSE.**
4. Detach the outer end of the track rod from the steering lever by removing a nut from the ball pin and using a suitable extractor, using RG284.
5. Remove the welch washers from the upper and lower faces of the two stub axle bosses by collapsing them inward with light hammer and drift blows on their domed centres.