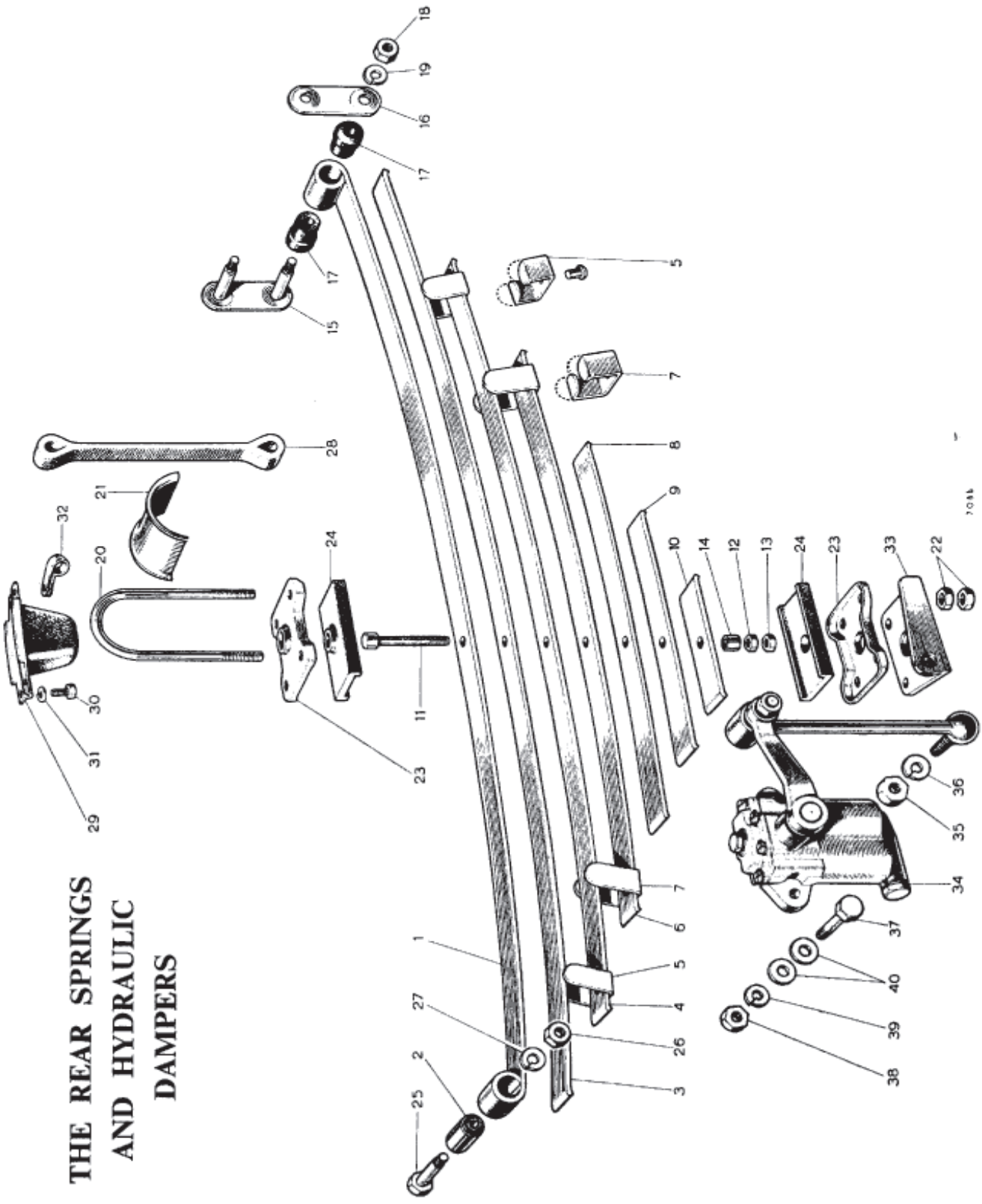
SECTION I

THE REAR ROAD SPRINGS

General description.


THE REAR SPRINGS
AND HYDRAULIC
DAMPERS

KEY TO THE REAR SPRINGS AND HYDRAULIC DAMPERS

No.	*Description*
1.	Leaf—main.
2.	Bush.
3.	Leaf—second.
4.	Leaf—third.
5.	Clip.
6.	Leaf—fourth.
7.	Clip.
8.	Leaf—fifth.
9.	Leaf—sixth.
10.	Bottom plate.
11.	Bolt—locating.
12.	Nut for locating bolt.
13.	Locknut for locating bolt.
14.	Distance piece for locating bolt.
15.	Shackle plate and pins.
16.	Shackle plate (inner).
17.	Bush (rubber).
18.	Nut for shackle plate.
19.	Spring washer.
20.	'U' clip for rear spring.
21.	Plate for top 'U' clip.
22.	Nut for 'U' clip.
23.	Plate—spring locating.
24.	Pad—spring seating.
25.	Bolt for spring front end.
26.	Nut for front end bolt.
27.	Spring washer.
28.	Rebound strap.
29.	Bump rubber.
30.	Screw—bump rubber to frame.
31.	Spring washer.
32.	Clip—tail lamp harness (on bump screw).
33.	Bracket—shock absorber arm to rear spring—L/H.
34.	Shock absorber—rear (L/H).
35.	Nut—arm to bracket.
36.	Spring washer.
37.	Bolt—shock absorber to frame.
38.	Nut for frame bolt.
39.	Spring washer.
40.	Plain washer.

GENERAL DESCRIPTION

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

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

Rubber pads are fitted between the spring and the axle.

Section I.1

REMOVAL OF REAR ROAD SPRINGS

Raise the rear of the car and support the chassis with a sling attached to the rear bumper bolts, or channelled-out or well-padded wood blocks forward of the rear springs. Support the axle on a suitable stand.

Remove the 'U' clip locknuts and nuts and drive up the clips to release the hydraulic damper anchor plate, also removing the spring clamp plates and rubbers.

Remove the rear shackles and front anchor pin and the spring.

Section I.2

DISMANTLING AND REASSEMBLING THE SPRINGS

Remove the locating plates and rubber pads.

Remove the locknut, nut, and distance piece from the spring centre bolt: this will release the three bottom leaves. The remaining leaves are parted by prising open the clips on Nos. 3 and 4 leaves.

Clean each leaf, and examine for cracks or breakage. 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

The springs should be assembled clean, dry, and free from any lubricant, unless they are liberally coated with Shell Ensis 260 Fluid.

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. Replace the distance piece and clamp the leaves together.

Knock down the spring clips to close firmly round the main leaf.

Before replacing the shackle bolts, bushes, and shackle plates they must be inspected for wear and, if necessary, replaced by new components.

Before tightening the spring bolts it is absolutely 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.

Section I.3

MAINTENANCE OF THE REAR SPRINGS

As the rear springs are mounted in rubber, spraying with oil should be strictly avoided.

The only attention required is an occasional tightening of the spring seat bolts to make sure that they are quite tight.