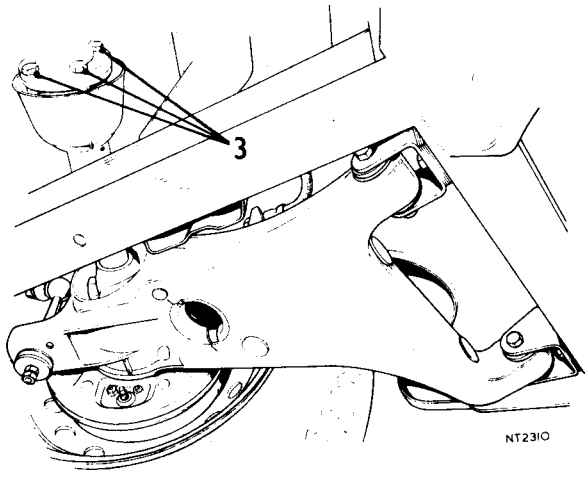


REAR HUB AND DRIVE SHAFT ASSEMBLY

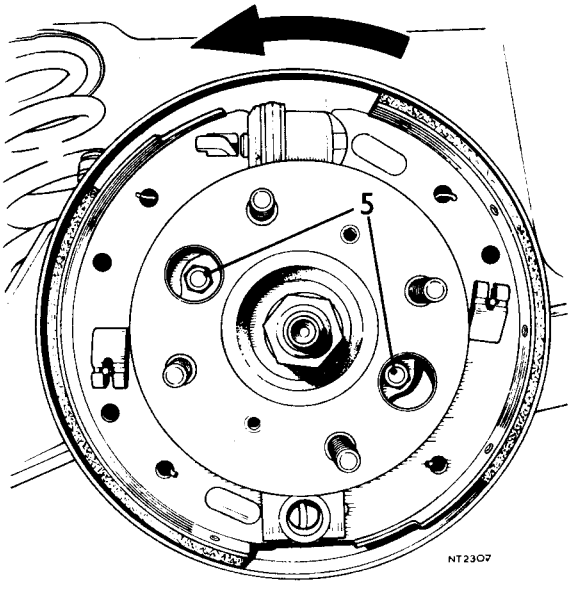
– Remove and refit **64.15.01**

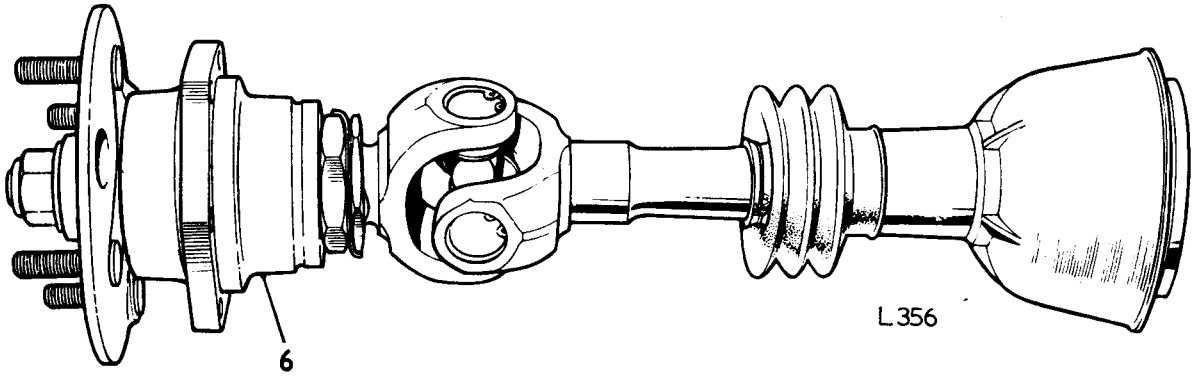
Removing

1. Jack up the car and remove the road wheel.
2. Release the handbrake.
3. Remove the four bolts and nyloc nuts securing the drive shaft inner flange to the differential flange.
4. Remove the brake drum.
5. Remove the six nyloc nuts securing the hub bearing housing to the trailing arm.
6. Withdraw the hub assembly and drive shaft complete.

Refitting

7. Reverse instructions 1 to 6.





REAR HUB BEARING END-FLOAT

– Check and adjust 64.15.13

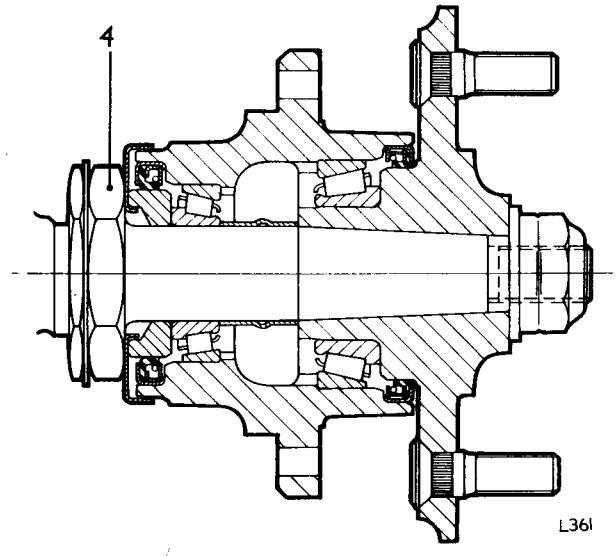
Checking

1. Jack up rear of car and remove the road wheel.
2. Release the handbrake and remove the brake drum.
3. Using a dial gauge with the stylus mounted to contact the hub flange check bearing end-float. Correctly adjusted, end-float should be within 0·002 to 0·005 in (0·051 to 0·13 mm).

Adjusting

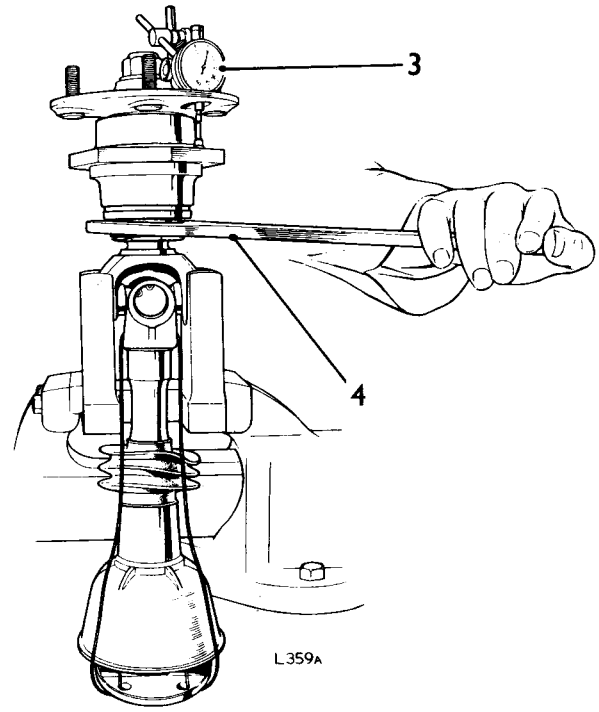
Service Tools S317, S318

Adjustment to the hub bearings is effected by means of the adjusting nut located behind the rear hub and necessitates the removal of the rear hub and drive shaft assembly from the car 64.15.01.



Reducing end-float

1. Locate the drive shaft in the holding jig S318.
2. Straighten the tabs on the lock washer.
3. Using a dial gauge check bearing end-float.
4. Screw the adjusting nut towards the hub until end Float of 0·002 in (0·051 mm), is obtained. Care must be taken not to reduce end-float below 0·002 in (0·051 mm). Should this occur the collapsible spacer fitted between the hub and the inner bearing must be renewed.
5. Tighten the locknut ensuring that the adjusting nut is held firmly. Bend the locking tabs over the adjusting nut and locknut and examine the condition of the locking tabs. If doubt exists as to their ability to hold the adjusting nut and locknut a new lock washer must be fitted.



Increasing end-float

1. Mount the drive shaft in holding jig S318.
2. Carry out instructions 3 to 9, 14 to 19 and 21 to 26, 64.15.14.

REAR HUB BEARINGS

– Remove and refit 64.15.14

Service Tools S317, S318, M86C, S4221A and S4221A-16

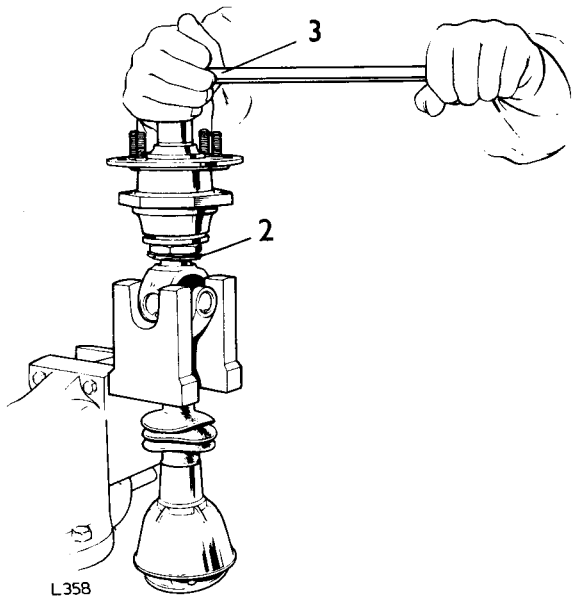
Removing

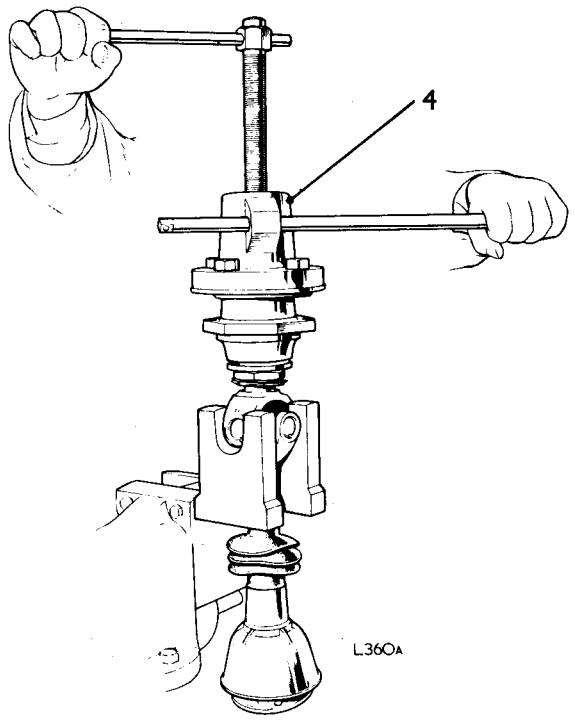
1. Remove the rear hub and drive shaft assembly. 64.15.01.
2. Mount the hub and drive shaft assembly on tool S318.
3. Remove the nyloc nut and plain washer securing the hub to the stub shaft.

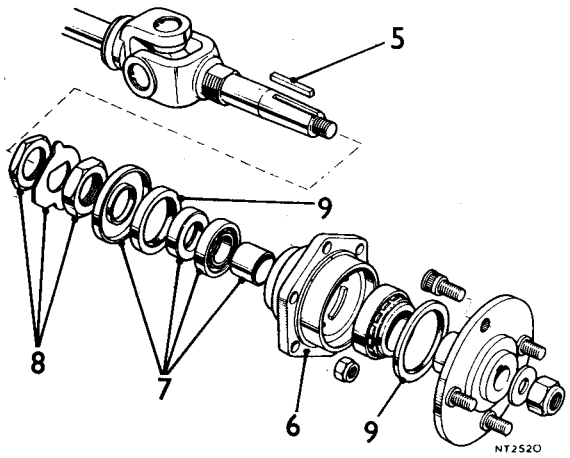
** NOTE: On later models a castellated nut and split pin is fitted.**

4. Using tool M86C withdraw the hub complete with the outer bearing.
5. Remove the key from the stub shaft.
6. Withdraw the bearing housing.
7. Remove the collapsible spacer, inner bearing and distance piece and stoneguard from the ttub shaft.
8. Straighten the locking tabs securing the bearing adjusting nuts and remove adjusting nut, tab washer and locknut.
9. Remove the inner and outer oil seals from the bearing housing.
10. Remove the inner and outer bearing tracks from the bearing housing. Bearing outer tracks should not be disturbed unless renewal is intended.
11. Remove the outer bearing (Tool S4221A and adaptor 16).
12. Thoroughly clean all components.

Continued





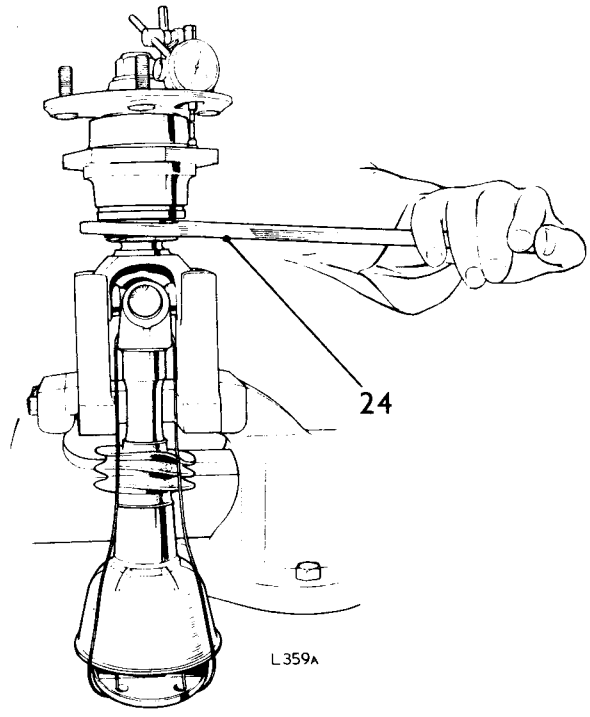


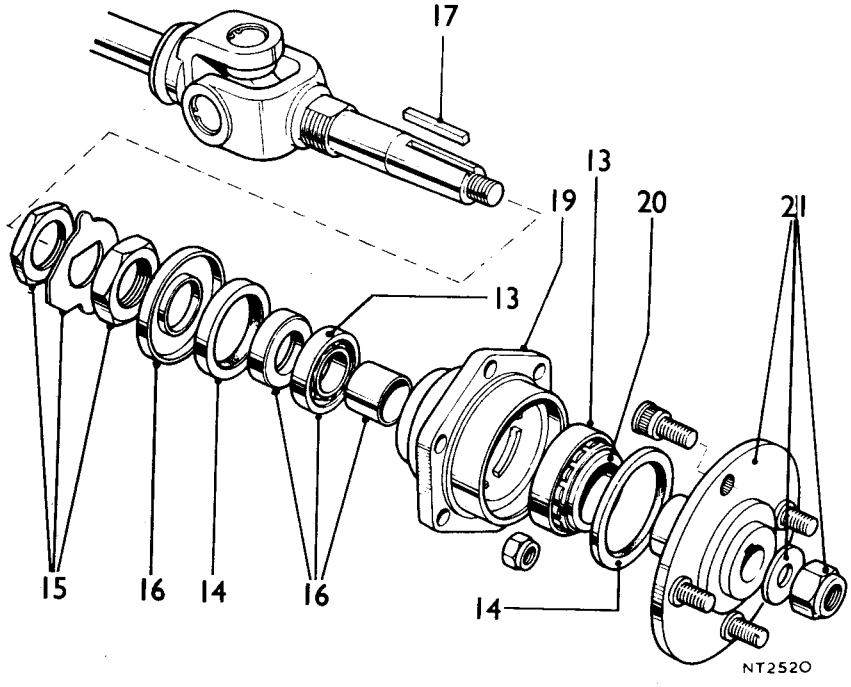
Refitting

13. Evenly press or drift the inner and outer bearing tracks into position in the bearing housing.
14. Fit new inner and outer oil seals to the bearing housing (Seal lip towards bearing track).
15. Fit the locknut, new tab washer and adjusting nut to the stub shaft, and screw both nuts as close to the universal joint as possible.
16. Fit the stoneguard, distance piece, inner bearing and a new collapsible spacer to the stub shaft.
17. Fit the key to the stub shaft.
18. Half fill the bearing housing with grease.
19. Install the bearing housing on the stub shaft.
20. Fit the outer bearing to the hub.
21. ** Fit the hub, plain washer and nyloc nut (or castellated nut – later models) to the stub shaft. Tighten nut to the correct torque, see Page 06-4, and fit the split pin to the castellated nut on later models.**
22. Screw adjusting nut by hand towards the bearing housing until bearing end-float approaches 0·002 in (0·51 mm).
23. Using a dial gauge, check bearing end-float.
24. Using tool S317, carefully continue to screw the adjusting nut towards the bearing housing until bearing end float of 0·002 in (0·051 mm) is obtained. 0·13 mm) is obtained.

NOTE: Care must be taken not to reduce bearing end-float to less than 0·002 in (0·051 mm), as this will necessitate stripping the hub and renewing the excessively compressed collapsible spacer.

25. Ensure that the adjusting nut is not disturbed and tighten the locknut.
26. Bend the locking tabs over the adjusting nut and locknut.





REAR HUB OIL SEALS

Service Tools S317, S318, M86C

– **Remove and refit** **64.15.15**

Instructions 1 to 9, 14 to 19 and 21 to 26, 64.15.14.

REAR HUB WHEEL STUD

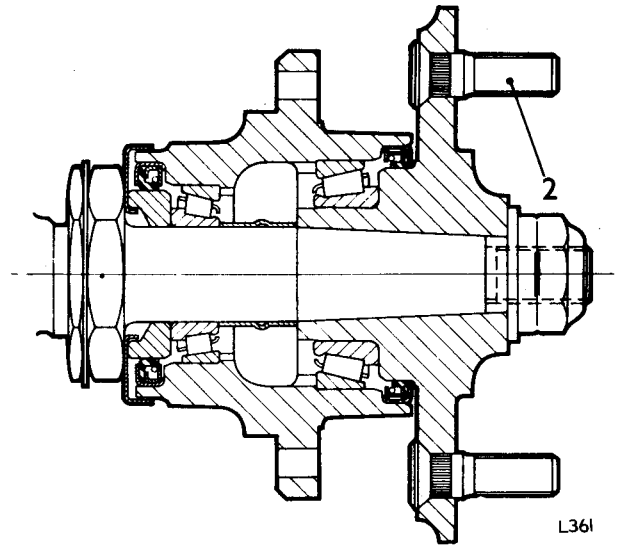
– **Remove and refit** **64.15.26**

Removing

1. Remove the rear brake drum 70.10.03.
2. Tap the wheel stud towards the brake backplate until the stud splines are released from the hub flange.
3. Remove the stud.

Refitting

4. Enter the stud in the hub flange ensuring that the tapered faces are clean.
5. Using suitable packing (e.g. a short length of steel tubing and washers) draw the stub into position.
6. Remove the packing and fit the brake drum, and road wheel 70.10.03.



REAR SPRING

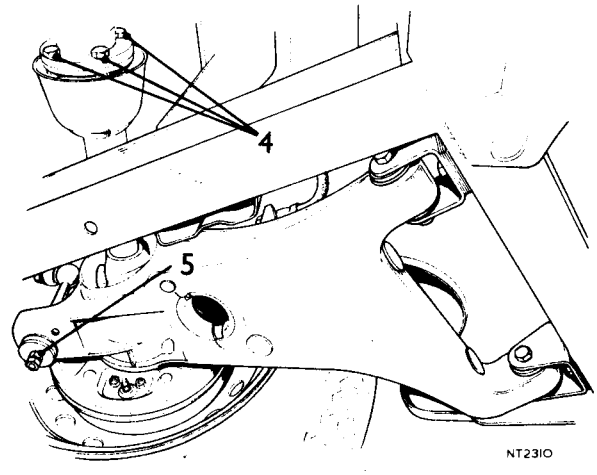
– **Remove and refit** **64.20.01**

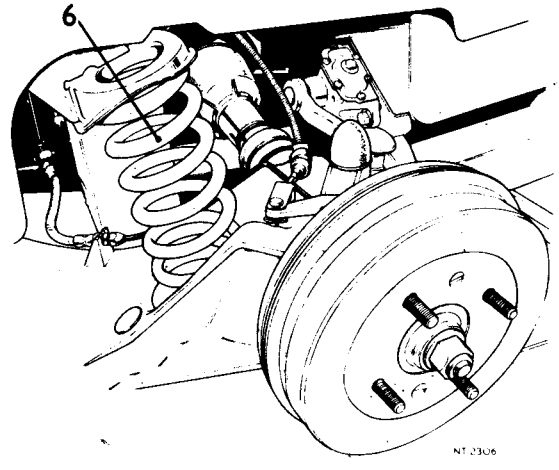
Removing

1. Jack up the car and support the chassis on stand(s).
2. Remove the road wheel and release the handbrake.
3. Support the trailing arm with a jack.
4. Remove the locknut, nut, washers and rubbers securing the damper link to the trailing arm.
5. Carefully lower the jack under the trailing arm until the road spring is released of tension.
6. Withdraw the road spring and the upper and lower rubber insulating rings.

Refitting

7. Reverse instructions 1 to 7.





REAR SPRING SEAT RINGS

– **Remove and refit** **64.20.17**

As Operation 64.20.01.