

Section H2m

Rear sub-frame mounts and stabilizer

Introduction

The rubber sub-frame mounts can be renewed with the sub-frame in position. Always ensure when carrying out the renewal operations that all suspension load is removed from the sub-frame and that the frame tubes are not put under stress.

Never use the frame tubes to support or lift the sub-frame.

Warning

Always examine the spring retention tool (RH9299) for signs of thread wear or damage prior to its use. Renew the tool if necessary.

Rear crossmember mounts - To renew (sub-frame in position)

1. Drive the car onto a ramp and chock the front wheels.
2. Move the gear range selector to the P Park position.
3. Depressurize the rear suspension struts as described in Chapter G Part I I.
4. Screw a compression tool (RH9299) into each bell shaped spring support to retain the springs in

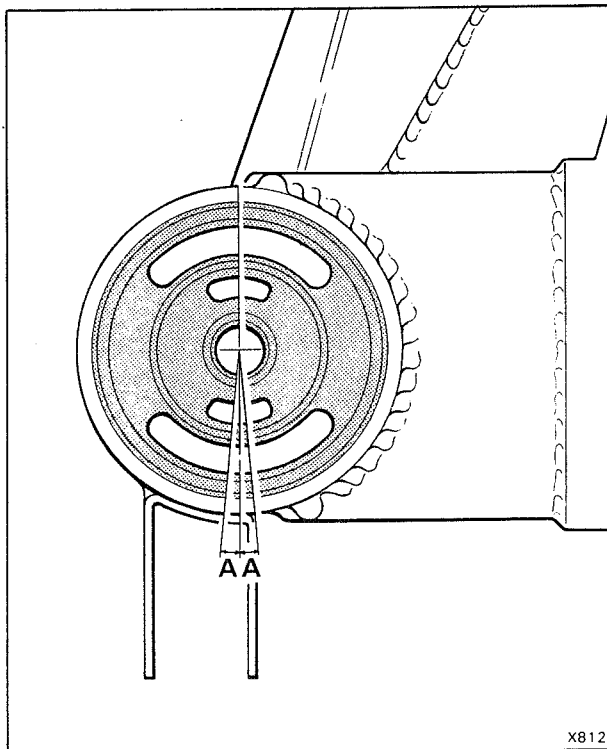


Fig. H5m Rear crossmember mount alignment

A Holes to be within 5° of vertical centre line

their compressed condition.

5. Place a jack under the final drive and raise the rear of the car. Support the body on sill blocks.
6. Support the trailing arms with jacks. Raise the trailing arm sufficiently to allow the mount extractor to be fitted into position on the rear crossmember.
7. Remove the small damper fitted below the rear crossmember.
8. Scribe around the edges of the body bracket to assist in correctly positioning the bracket on assembly.
9. Support the rear crossmember with a jack positioned near to the end of the crossmember. Remove the nut and washer from the long bolt fitted through the rubber mount. Adjust the supporting jack to allow the bolt to be easily withdrawn.
10. Remove the setscrews securing the mounting bracket to the body. Carefully slide the bracket down between the body and the rear crossmember.
11. Position the extraction components of tool (RH9291) onto the mount (see Fig. H9m). Tighten the draw bar until the mount is withdrawn from the crossmember. Remove the old mount and the extraction cup from the tool.

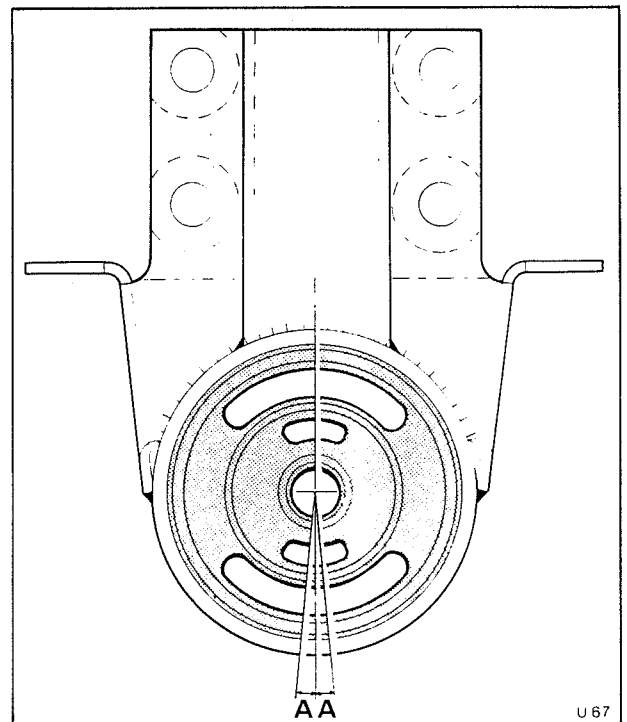


Fig. H6m Final drive mount alignment

A Holes to be within 5° of vertical centre line

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12. Check that the bore and rim of the housing are free from burrs and damage. Lightly lubricate the bore with Molytone C or equivalent grease.

13. Locate a new mount in position on the cross-member. Fit tool (RH9291) using the insertion components. Ensure that the slots in the rubber of the mount are positioned as shown in figure H5m. Tighten the tool draw bar to draw the new mount into the sleeve of the crossmember until the mount is fully inserted. Remove the tool.

14. Remove any grease that may have been deposited on the rubber of the mount using a soap solution and water.

15. Slide the mounting bracket between the body sill and the crossmember. Position the bracket to the lines scribed in Operation 8 then torque tighten the setscrews.

16. Fit the long mounting bolt with the washers positioned as shown in figure H7m.

17. Release the compression tool retaining the spring.

18. Remove the jacks and sill blocks.

19. Check the distance between the large buffer washer and the edge of the crossmember sleeve. This dimension should be between 10,16 mm. and 12,07 mm. (0.40 in. and 0.475 in.). If this dimension

is incorrect adjust the mounting bracket to obtain the correct clearance.

20. Fit the small sub-frame damper.

21. Torque tighten all nuts and setscrews to the figures quoted in Chapter P.

Final drive crossmember mounts - To remove (see Fig. H8m)

1. Drive the car onto a ramp and chock the rear wheels.
2. Move the gear range selector lever to the P Park position.
3. Remove the spare wheel from its carrier, then raise the carrier.
4. Support the final drive unit with a jack.
5. Before removing any of the mount components, scribe lines around the washers on the mounting plates connecting the final drive crossmember to the rubber mounts. These lines will assist in correctly locating the components and centralizing the final drive upon assembly.
6. To remove the right-hand mount, remove the two mounting plates connecting the final drive crossmember to the rubber mount. Access to the bolts is provided through holes in the front face of the luggage

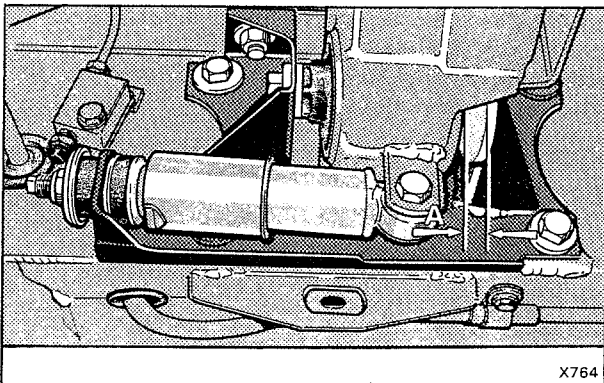


Fig. H7m Rear crossmember mount and damper
A 10,60 mm. to 12,07 mm. (0.40 in. to 0.475 in.)

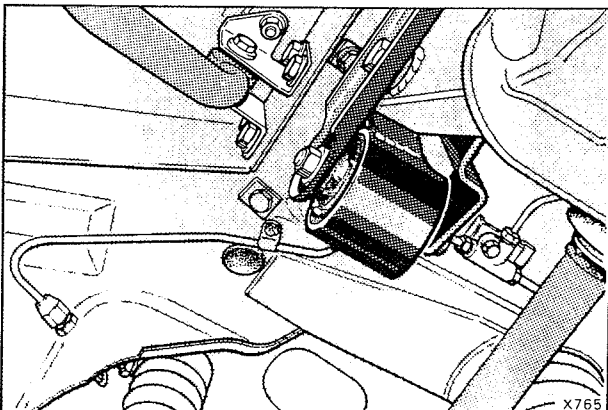


Fig. H8m Final drive crossmember mount
(left-hand shown)

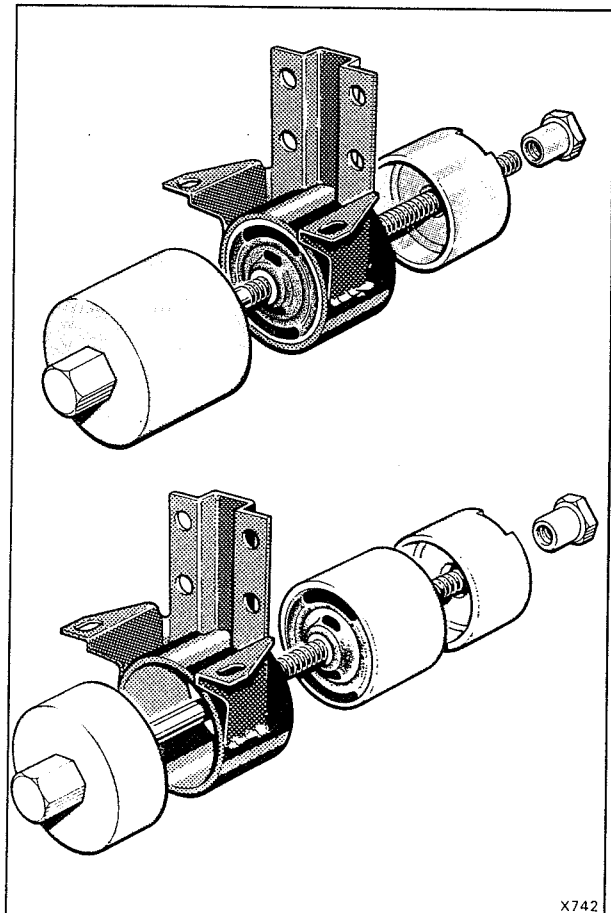


Fig. H9m Mount extraction and insertion tool

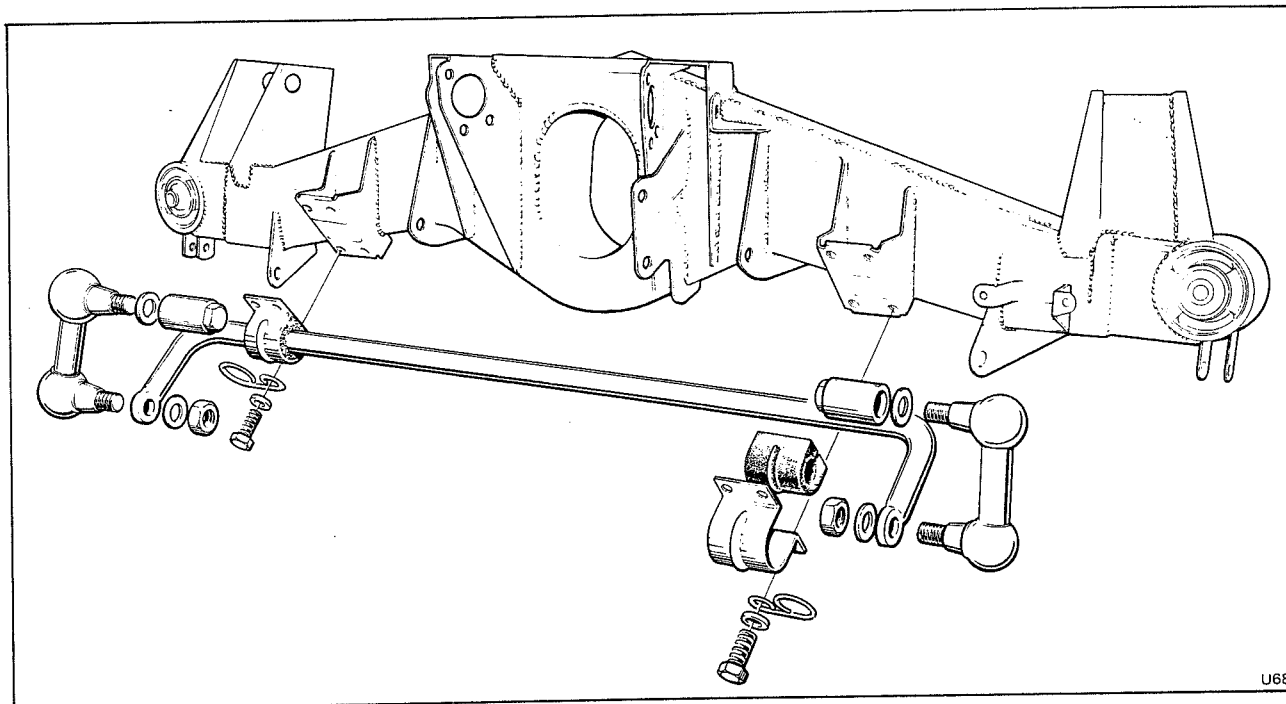


Fig. H10m Rear stabilizer components

compartment stowage well, by removing two grommets.

7. Remove the two setscrews and four nuts and bolts to release the mount from the body. The four bolts are fitted through the front face of the luggage compartment stowage well.

8. To remove the left-hand mount (see Fig. H8m), remove the two mounting plates connecting the final drive crossmember to the rubber mount.

9. Remove the two setscrews and four nuts and bolts securing the mount. This will also release part of the spare wheel support bracket.

10. Remove the mount, then replace the bolts to support the spare wheel carrier bracket.

11. Remove the mount from its housing using the extraction components of tool (RH9291) as shown in figure H9m.

12. Check that the bore and rim of the housing are free from burrs and damage. Lightly lubricate the bore with Molytone C or equivalent grease.

13. Fit a new mount into the housing using the insertion components of tool (RH9291) as shown in figure H9m. Ensure that the slots in the mount are positioned as shown in figure H6m.

14. Remove any grease that may have been deposited on the rubber of the mount using a soap solution and water.

15. Fit the mounts to the body by reversing the removal procedure.

16. Torque tighten the setscrews and nuts to the figures quoted in Chapter P.

17. Ensure that the rubber grommets are fitted into the front face of the luggage compartment stowage well when applicable.

Rear stabilizer bar - To remove (see Fig. H10m)

1. Slacken, but do not remove the reach nuts which secure the stabilizer links to the trailing arms.
2. Using a hammer and a soft metal drift placed on the reach nut, separate the stabilizer link tapers from the trailing arms. Remove the reach nuts.
3. Remove the brackets attaching the stabilizer mounting bushes to the crossmember.
4. Remove the stabilizer bar and rubber mounting bushes.
5. To remove the stabilizer links from the stabilizer bar repeat Operations 1 and 2.

Rear stabilizer - To fit

Fit the stabilizer by reversing the removal procedure noting the following.

1. Examine the stabilizer mounting bushes and links for serviceability. Renew if necessary.
2. Loosely assemble the links into the trailing arms.
3. Fit the stabilizer onto the links then secure the stabilizer bar onto the crossmember. Fit the brake cable support clips on the lower setscrews.
4. Torque tighten the link nuts to the figures quoted in Chapter P.

Note

On Corniche and Camargue cars conforming to a North American specification, from serial number 50447 (including 50401, 50402, 50408, 50421 to 50434, 50436, 50438 and 50440 to 50445) the stabilizer bar has been modified.

Always ensure when fitting new stabilizer mounts that the hole in the mount is correct for the stabilizer being fitted.