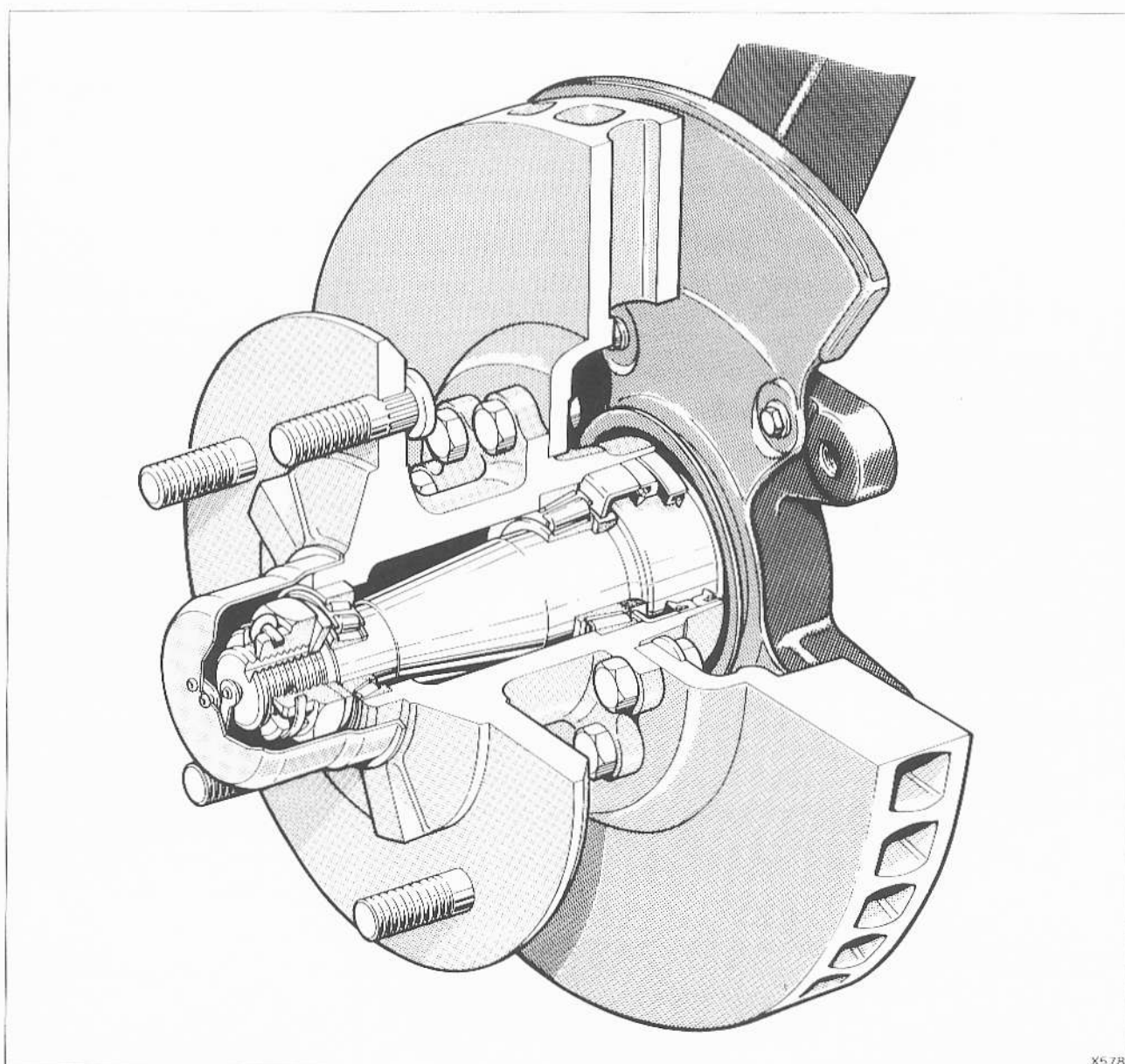


Front hubs

Front hub – To remove

1. Apply the parking brake and chock the rear wheels.
 2. Depressurize the hydraulic systems as described in Chapter G.
 3. Remove the wheel trim from the respective wheel and slacken the wheel nuts.
 4. Carefully position a jack below the triangle lever and raise the wheel from the floor. Position a sill block beneath the front end of the body sill to support the car.
 5. Remove the road wheel.
 6. Disconnect the brake caliper pipes at the flexible hose mounting plate connection. Fit blanks to the pipe ends.
 7. Remove the brake caliper mounting bolts and withdraw the calipers off the brake disc.
 8. Carefully remove the hub dust cap.
 9. Break the sealing band and remove the split pin, castellated nut, and keyed washer from the stub axle.
- Note** The right-hand stub axle nut has a right-hand thread and the left-hand stub axle nut a left-hand thread.
10. Withdraw the hub assembly from the stub axle.



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Fig. H6-1 Front hub assembly (Cars not fitted with anti-lock braking)



11. Retain the distance piece.
12. Inspect the brake disc for wear and scoring.

Front hub – To dismantle

1. Remove the inner race from the outer bearing.
2. Using a screwdriver, prise the seals from the rear of the hub. Remove the seal protector and inner bearing race.
3. If new bearings are to be fitted, drive out the bearing outer races from the hub using a soft metal drift.
4. Thoroughly clean the hub and any serviceable components.
5. If it is necessary to remove the brake disc from the hub, reference should be made to Chapter G.

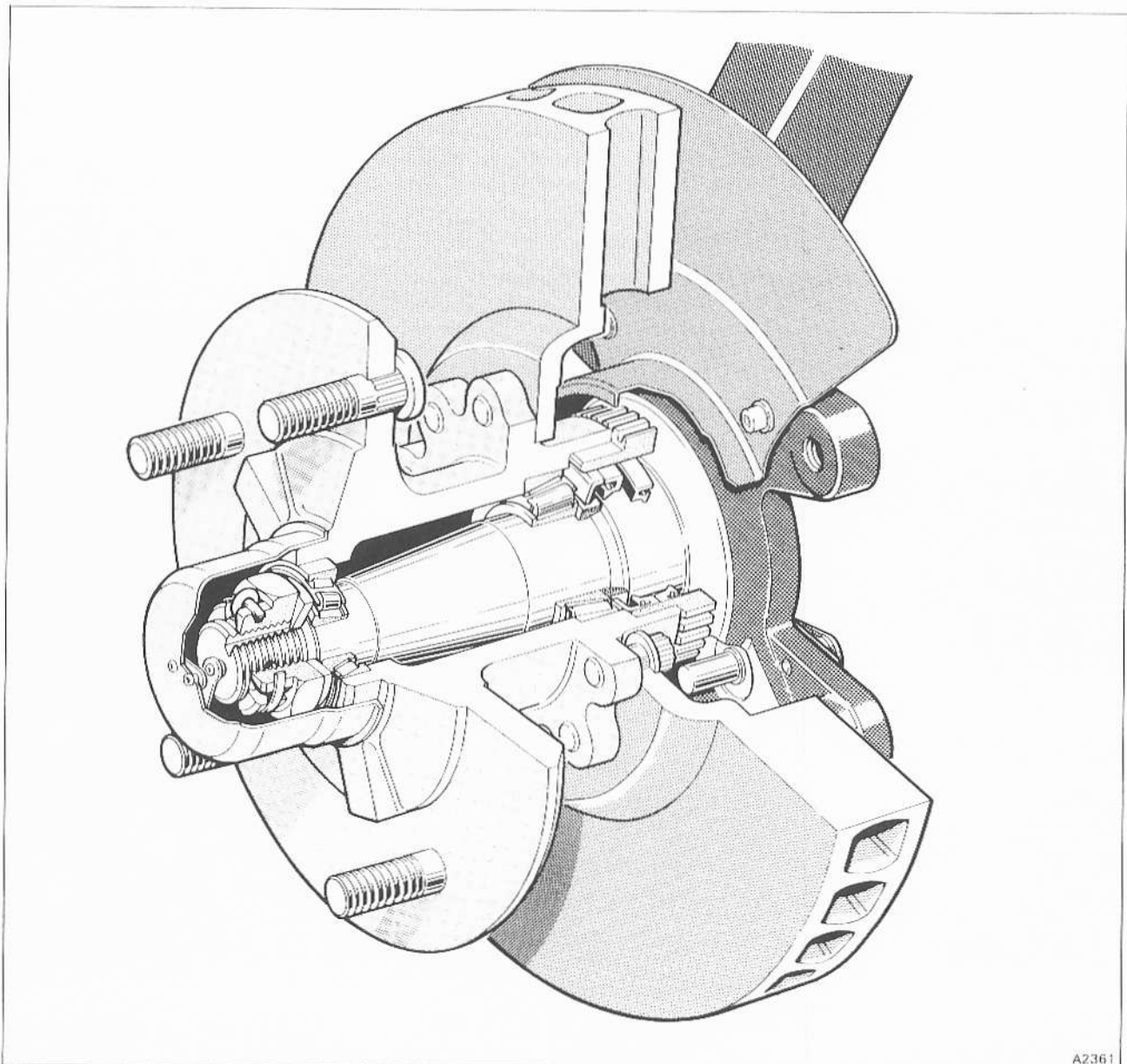
Front hub – To assemble (see figs. H6-1 and H6-2)

1. Press the new bearing races squarely into the hub

with the smaller end of the taper leading. Ensure that the bearing races are fully seated on the rear shoulders of the hub.

2. Lubricate the new roller bearings and inner races with approved grease. Fit the rear bearing into the hub.
3. Fit the seal protector with the protective flange towards the bearing.
4. Carefully press the two seals into position. The seals should be fitted back to back with the spring side of the outer seal facing outwards.
5. Pack 42,5 g (1.5 oz) of approved grease onto the inner walls of the hub.
6. Fit the roller bearing and inner race previously greased, into the outer bearing race.

Note Always ensure that the bearings are retained with their respective outer races as they are supplied in matched sets.



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Fig. H6-2 Front hub assembly (Cars fitted with anti-lock braking)

Front hub – To fit

1. Fit the internally tapered distance piece onto the stub axle with the taper towards the yoke (see figs. H6-1 and H6-2).
2. Taking care not to damage the hub seals, position the hub on the stub axle.
3. Fit the key washer and castellated nut. Gradually tighten the nut until the bearing end-float is removed. Using a dial test indicator adjacent to the brake disc check the run-out of the disc at the maximum radius; this must not exceed 0,102 mm (0.004 in) total indicator reading.

Note: The reading obtained is a measure of the tolerances of all the components and if the run-out figure exceeds the limit, the hub should be dismantled and the cause investigated.

4. Slacken the castellated nut sufficiently to give an end-float reading of between 0,051 mm and 0,102 mm (0.002 in and 0.004 in) on a dial test indicator.

Rotation of the hub during this operation is essential to ensure that the taper rollers seat correctly and a true reading is obtained.

5. When the end-float is correct, unscrew the castellated nut the minimum amount to allow the insertion of the split pin.

Again measure the end-float. Subtract the original end-float reading from this new reading and add the remaining amount to the thickness of the key washer being used. The addition of these two figures gives the correct thickness of key washer to be fitted on the stub axle.

Key washers are provided in thicknesses of 3,51 mm and 3,56 mm (0.138 in and 0.140 in).

Incorrect setting of the bearings will result in premature bearing wear.

6. With the correct thickness of key washer fitted, insert a split pin which has been twisted to give a 90° turn to the head. Pass the sealing band through the split pin head, round the nut, and over the split pin legs.

Carefully tap the split pin fully into position then crimp the sealing band ends to secure it around the nut. Finally bend back the split pin legs around the nut.

7. Smear approximately 14 g (0.5 oz) of approved grease into the base of the dust cap. Ensure the earthing strip in the cap is in the correct position to make contact with the end of the stub axle when the cap is fitted. Fit the cap by tapping it onto the hub with a nylon mallet.
8. Fit the brake calipers, road wheel, etc. by reversing the removal procedure.
9. Bleed the braking system as described in Chapter G.

Note New brake discs are treated with a protective film.

When a new disc has been fitted, the brakes should be gently applied until the protective film has been removed from the working surface of the disc.

If only one front brake disc has been renewed, the car will gently pull to the side opposite the new disc until the protective film has been removed.

Front suspension settings

Introduction

Whenever the suspension has been partially or fully dismantled, the ride height of the car should be checked. This height is the vertical distance measured between the machined locating pads on the underside of the front sub-frame and the centre line of the triangle lever ball pin carrier securing bolt (see fig. H7-1).

To allow the suspension to settle after assembly, drive the car back and forth before carrying out the ride height checks.

Ride height – To check

1. The height must be checked with a full tank of fuel. If however, the tank is partially empty, weight equivalent to the amount of missing fuel should be positioned adjacent to the fuel tank.

For each 4,5 litres (1 Imp gal, 1.2 US gal) of missing fuel add 3,4 kg (7.5 lb) of weight.

2. Ensure that the spare wheel, jack, tools, and accessories are fitted in their relevant positions.

3. Check the tyre pressures and correct if necessary. It is important that this operation is carried out as incorrect tyre pressures will cause ride height measurement inaccuracy.

4. Drive the car onto a suitable level ramp and chock the front road wheels. Do not attempt to set the ride height with the car on an unlevel surface, as the variation in weight distribution can affect the cars height.

5. Move the gear range selector lever to the neutral position. Remove the gearchange fuse (number A6 on fuse panel F2) from the fuseboard. Release the parking brake.

6. Start and run the engine. Allow the hydraulic systems to fully pressurize.

7. Check that the rear suspension height is set as described in Section H11.

8. Measure the ride height from the level surface on which the car stands, to the face of the front sub-frame locating pads. These pads are situated on the underside of the sub-frame adjacent to the front mounts (see fig. H7-1, dimension A).

9. Measure from the level surface to the centre of the bolt fitted through the lower ball pin carrier (see fig. H7-1, dimension B).

10. Subtract dimension B from dimension A. The difference between the two dimensions should be between 104 mm and 110 mm (4.1 in and 4.35 in). If the resultant dimension is outside this tolerance adjust the car height as described under Ride height – To adjust.

Ride height – To adjust

The car ride height is increased or decreased by altering the thickness of the collets fitted between the spring support collar and spring support plate. Refer to Section H4 for collet thickness information.

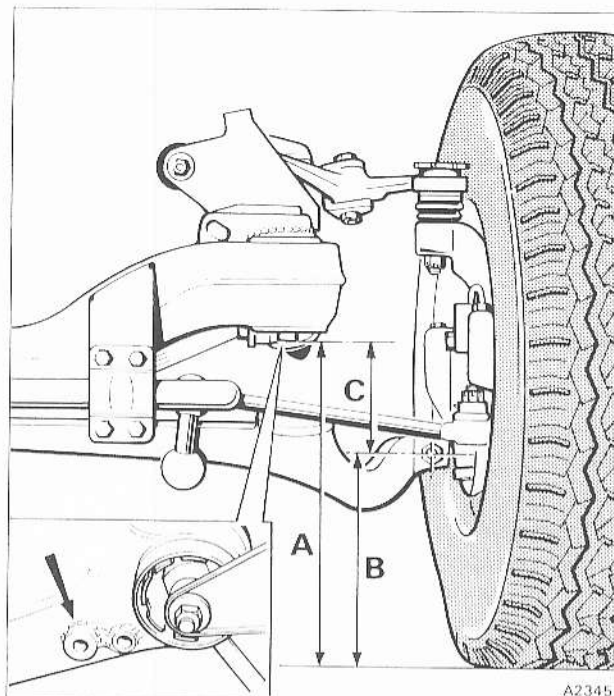


Fig. H7-1 Front height setting

A Floor to sub-frame location pad

B Floor to centre line of triangle lever bolt

C Height setting measurement A minus B

Inset. – Sub-frame location pad

1. Fit the support plate halves of the road spring retention tool RH8809, around the lower section of the damper and secure them together.

Insert the four long studs of the tool through the upper spring plate and screw them securely into the tool support plate.

Fit the special nuts, thrust races, and washers to the top of each stud (see fig. H4-2).

Note On cars fitted with pressed steel spring plates the adapter plate RH12053 should be placed onto the spring plate prior to inserting the four studs.

Warning Always examine the spring retention tool for signs of thread wear or damage prior to its use. If you have doubts concerning any parts of the tool and their ability to withstand spring load you should renew those parts.

2. Evenly tighten the four spring retention tool nuts to retain the spring in its compressed condition.

3. Place a jack under the centre triangle lever pivot and slowly raise the car.

The operation will allow the spring support to be drawn from the spring support plate, exposing the adjustment collets.

When the collets are exposed support the car body on sill blocks then carefully remove the collets.



4. Select the thickness of collets required to obtain the correct car ride height.

Do not fit collets totalling more than 25,4 mm (1.0 in) in thickness.

A packing washer 6,35 mm (0.250 in) thick gives a change in car height of approximately 9,50 mm (0.375 in).

5. Fit the collets into position on the spring support collar. Always ensure that the thinnest collets are fitted to the top of the selection (see fig. H7-2).

6. Remove the sill blocks and carefully lower the car ensuring that the collets enter the spring support plate correctly.

7. Remove the jack and spring retention tool, then lower the ramp to the ground.

8. Roll the car back and forth until the wheels attain a stable camber, then check the ride height again as described previously.

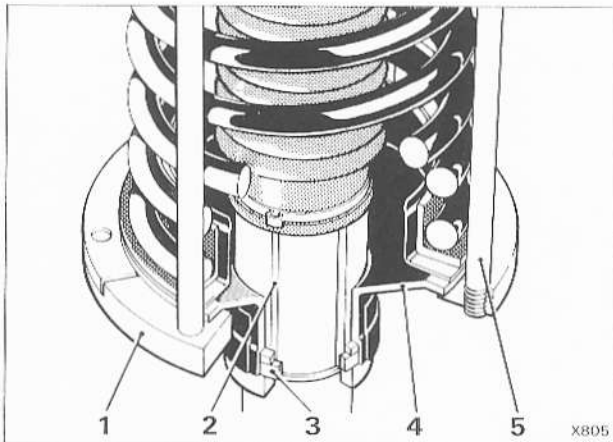


Fig. H7-2 Front height adjustment

- 1 Spring retention tool support plate
- 2 Spring support collar
- 3 Adjustment collets
- 4 Spring support
- 5 Retention tool stud (4)

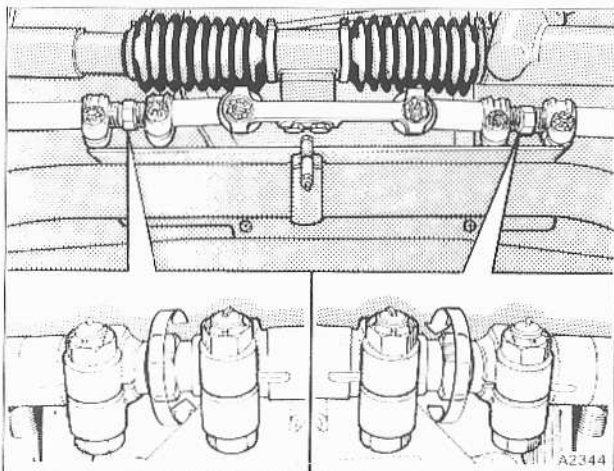


Fig. H7-3 Track rod toe-in adjustment

Steering and suspension geometry

Front wheel toe-in	$0^{\circ} 12' \pm 5'$
Camber angle	$0^{\circ} 30'$ negative $\pm 15'$
Caster angle	$3^{\circ} 0' \pm 30'$
Maximum caster variation from side to side	$0^{\circ} 30'$

Front wheel toe-in – To adjust

1. With the car ride height correctly adjusted, position the car on a level surface. Set the steering in the straight ahead position.
2. Set suitable alignment equipment onto the front wheels following the manufacturer's instructions and take a reading.
3. If adjustment is necessary, slacken the pinch bolts securing the track rod adjusters (see fig. H7-3). Rotate the adjusters to bring the wheels into the straight ahead position (zero toe-in).
4. Rotate the adjusters by equal amounts to give an overall toe-in figure of between $0^{\circ} 7'$ and $0^{\circ} 17'$.
5. Tighten the pinch bolts then check the toe-in again.
6. When the toe-in is correct, torque tighten the pinch bolts to between 48 Nm and 54 Nm (4,5 kgf m and 5,5 kgf m, 33 lbf ft and 40 lbf ft) using the tolerance to align the split pin holes. Fit new split pins.

Caster and camber angles – To adjust

The caster and camber angles must be checked at the same time as adjustment of one affects the other.

1. Drive the car onto a ramp setting the front wheels on turntables. Place blocks beneath the rear wheels to maintain the car on a level plane. Chock the rear wheels.
2. Ensure the car ride height is correct.
3. Fit suitable checking equipment to the wheel and check the caster and camber angles in accordance with the equipment manufacturer's instructions.

4. Caster angle

To adjust the caster angle, move the compliance rod in or out of the compliance mount using the clamping nuts on the rod (see fig. H5-3). Slacken the compliance rod jaw bolt sufficiently to allow the jaw to pivot on the compliance arm during adjustment.

5. Camber angle

To adjust the camber angle, release the eccentric bolt on which the compliance arm pivots. Turn the bolt until the correct camber angle is obtained.

Note The arrow stamped on the bolt head (see fig. H5-3) should always point below the centre line of the bolt.

6. Check the caster angle again to ensure that the adjustment of the camber angle has not altered the caster angle out of the required limits.

Torque tighten the bolts and nuts to the figures quoted in Section H13 before carrying out the final checks.

7. Carry out the same adjustment procedure on the other front wheel.

The maximum caster variation allowed between each side of the car is $0^{\circ} 30'$.



7. Carry out the same adjustment procedure on the other front wheel.

The maximum caster variation allowed between each side of the car is $0^{\circ} 30'$.

Rear sub-frame and suspension

Introduction

The rear sub-frame comprises a rear crossmember and a final drive crossmember with frame tubes fixed at angles between the two components to form a space frame assembly.

The trailing arms which are designed to give a semi-swing axle effect, are attached to the rear crossmember. Each trailing arm carries a rear hub assembly and a mounting plate for the suspension strut lower mount.

A stabilizer which is attached to both trailing arms, is mounted on the rear crossmember.

The final drive crossmember supports the final drive unit. Drive-shafts transmit the drive from the unit to the rear hubs.

The sub-frame assembly is secured to underbody brackets by the use of rubber mounts fitted at each end of the crossmembers.

Small longitudinal dampers are mounted at the ends of the rear crossmember to damp any forward or rearward vibration of the sub-frame.

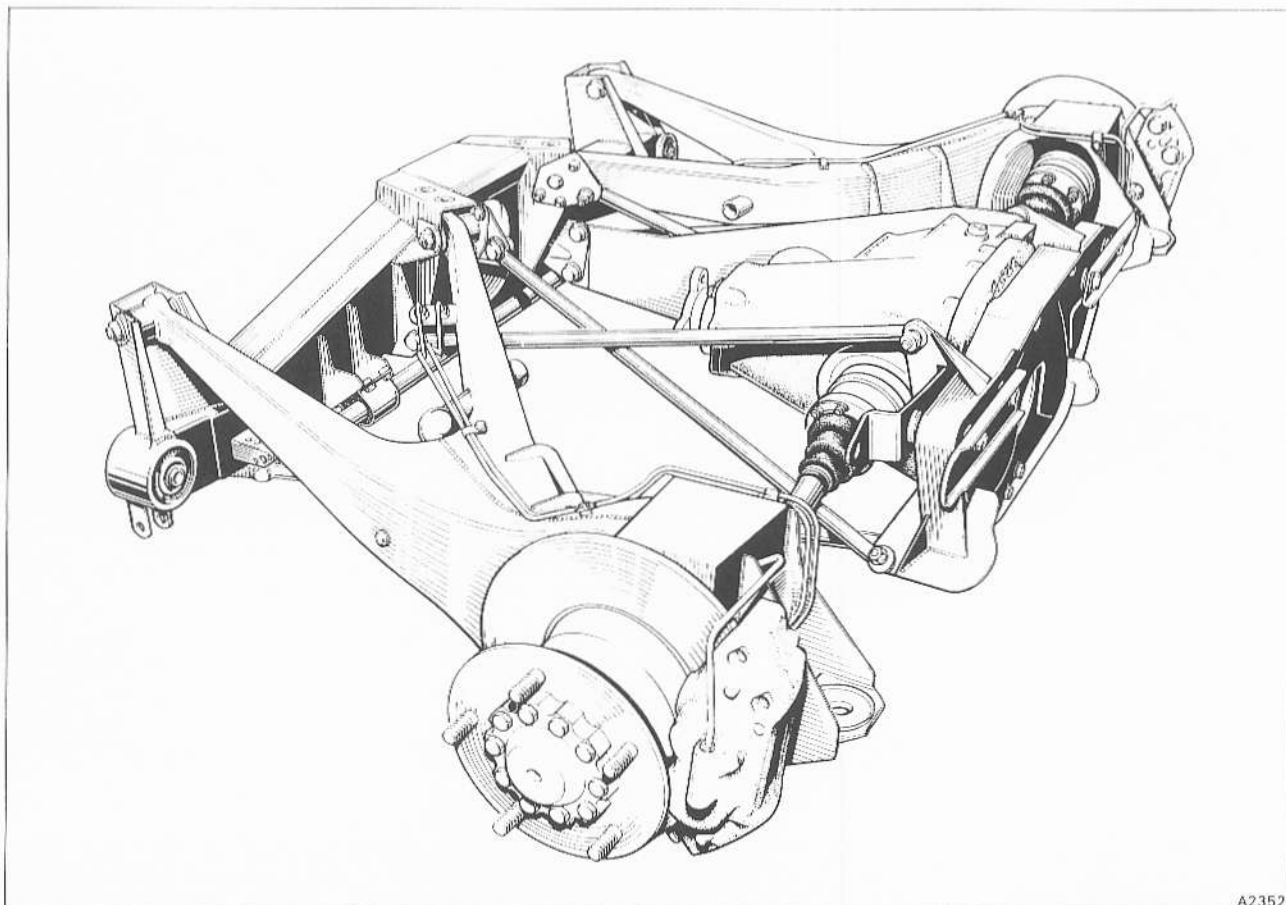
On Bentley Turbo R cars a panhard rod is also fitted

to the rear of the final drive crossmember to restrict lateral movement.

Warning When the rear sub-frame is removed from the car, on no account must the frame tubes or crossmembers be dismantled unless an alignment jig is available for re-assembly.

Rear sub-frame and final drive unit – To remove

1. Drive the car onto a ramp and chock the front wheels.
2. Depressurize the hydraulic systems as described in Chapter G.
3. Move the gear range selector lever to the neutral position.
4. Disconnect the battery.
5. Remove the rear sections of the exhaust systems as described in Chapter Q.
6. Remove the rear wheel trims and slacken the wheel nuts.
7. Remove the rear road springs as described in Section H10.



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Fig. H8-1 Rear sub-frame and associated components



8. Place a jack beneath the final drive casing and raise the rear of the car. Support the body on sill blocks in the normal ride position.
9. Support the trailing arms with jacks and remove the rear road wheels.
10. Disconnect the pipe and hose connections from the levelling valve situated on the rear crossmember. Fit blanking plugs to the pipes and ports.
11. On cars fitted with anti-lock braking, remove the rear seat cushion (see Chapter S). Disconnect the two sensor connections, situated on the rear seat pan and feed the connectors down through the grommet holes.
12. Disconnect the brake hoses from the trailing arm brackets. Fit blanking plugs to the hose and pipe ends.
13. Disconnect the suspension strut from the rear of each trailing arm.
14. Disconnect the parking brake cables from the operating lever on the rear hubs. Pull back the convoluted sleeves to expose the outer cable securing nuts. Release the nuts and feed the cables through the slot in the brackets. Detach the ring clip supporting each cable beneath the rear stabilizer.

15. Remove the propeller shaft as described in Chapter F.
16. Disconnect the earth braid from the rear of the final drive crossmember.
17. On Bentley Turbo R cars disconnect the panhard rod from the mounting bracket at the rear of the final drive crossmember.
18. Remove the small damper situated at each end of the rear crossmember.
19. Fit a frame similar to that shown in figure H8-2 onto a trolley jack. Raise the jack and position the frame beneath the sub-frame with the central pad beneath the final drive casing. The two arms should support the trailing arms and the forward pan should support the rear crossmember.
20. With the sub-frame fully supported, remove the four bolts securing the rubber mounts to the body mounting brackets.
21. Carefully lower the sub-frame from beneath the car. When the sub-frame is clear of obstructions, pivot the support and sub-frame through 90° to allow the frame to pass between the ramp channels. If the ramp is too

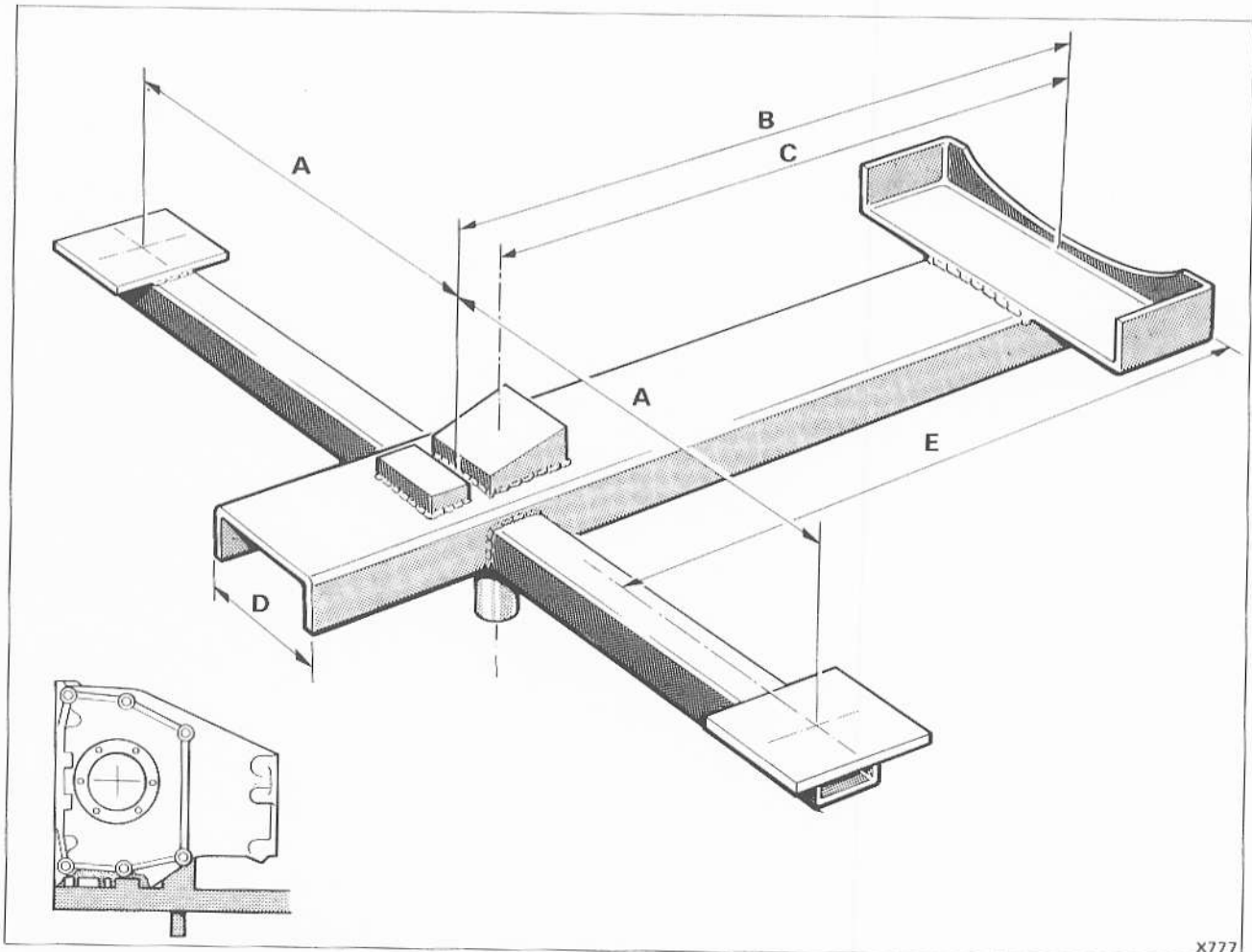


Fig. H8-2 Rear sub-frame removal jig general dimensions

A 635 mm (25.0 in)
B 673 mm (26.5 in)
C 610 mm (24.0 in)

D 127 mm (5.0 in)
E 635 mm (25.0 in)
Inset - Jig to final drive location

narrow to allow the sub-frame to be lowered in this manner, the sub-frame should be lowered onto the ramp and then carefully manoeuvred from beneath the car.

Note When lifting the sub-frame assembly with a hoist, use pick-up points across the trailing arms and under the final drive unit. The rear crossmember should also be supported. **Do not lift the sub-frame on the frame tubes.**

Rear sub-frame and final drive unit – To fit

Fit the sub-frame and final drive unit assembly by reversing the removal procedure noting the following.

1. Inspect all the mounts and components for serviceability. Renew as necessary.
2. Ensure that the front and rear sub-frame are aligned by measuring the longitudinal and diagonal distances between the machined fixture locating pads (see fig. H3-11).

These measurements must be equal to within 1,60 mm (0.062 in).

3. Check the rear crossmember setting (see fig. H9-3) as described in Section H9 under Rear crossmember mounts – To renew.
4. When fitting the rear road springs ensure that the correct number and sequence of ride height adjustment washers are maintained.
5. Do not tighten the exhaust system joints until the pipes have been manoeuvred to obtain the best alignment which is free from possible fouls. When checking clearances always take into account the exhaust growth that will occur during engine running.
6. Bleed the hydraulic system as described in Chapter G.
7. Check the ride height as described in Section H11 and Chapter G Section G15.
8. Torque tighten all nuts and setscrews to the figures quoted in Section H13 and Chapter P.

Frame tubes – To replace

If damage occurs to one or more of the frame tubes they can be replaced using the following method.

Important Always ensure that all suspension load has been removed from the sub-frame prior to the removal of the frame tube bolts. Only remove one frame tube at a time.

1. Drive the car onto a ramp and chock the front wheels.
2. Move the gear range selector lever to the park position.
3. Depressurize the hydraulic systems as described in Chapter G.
4. Support the final drive unit with a jack.
5. Insert a spring retention tool RH 9299 through the centre of each lower spring support. Screw the tool fully into the upper spring support.

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

6. Raise the rear of the car until the spring load is removed from the trailing arms. Position sill blocks beneath the car sills to support the body. Ensure the trailing arms are supported by the road wheels.

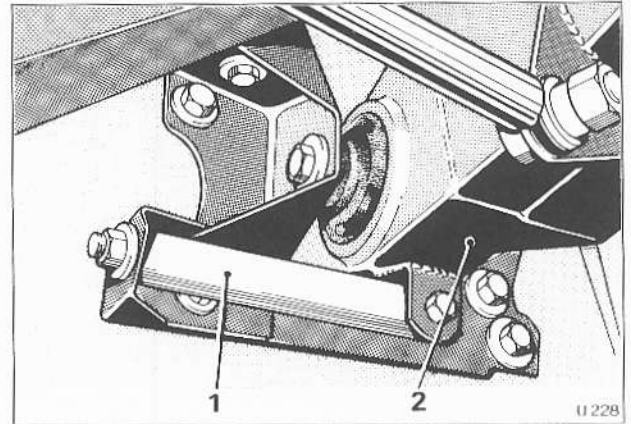


Fig. H8-3 Jury bolt in position

- 1 Jury bolt
- 2 Rear crossmember

7. Remove one of the small dampers situated beneath each end of the rear crossmember and insert a jury bolt RH 9575 (see fig. H8-3). With the jury bolt in position, replace the damper from the other end of the crossmember with a jury bolt.

The jury bolts should not exert any load on the crossmember.

8. Before removing the frame tube, note the mounting of the tube to the bracket, the bolt insertion direction and the washer positions.

The tube end faces are offset to allow the tube centre line to lie along the location face of the crossmember bracket. Ensure that the new tube is fitted in this manner.

9. Remove the frame tube.
10. Place the new frame tube into position. The alignment of the holes between the frame tube and the crossmember brackets should allow the securing bolts to be inserted without having to apply force to the tube or crossmember.

11. If alignment is correct fit and torque tighten the frame tube securing bolts to between 102 Nm and 108 Nm (10,4 kgf m and 11,0 kgf m, 70 lbf ft and 80 lbf ft).

Should hole misalignment be evident the cause should be investigated. Do not release the torque arm or other frame tubes to obtain hole alignment. This can cause sub-frame movement, resulting in incorrect sub-frame settings and necessitating the removal of the sub-frame to obtain correct alignment on a setting jig.

12. When all the frame tubes are secured, remove each jury bolt in turn and fit the small damper.
13. Remove the spring retention tools and all jacks and blocks.
14. With the gear range selector lever in the park position, remove the gear change fuse from the fuseboard (fuse A6 on fuse panel F2).
15. Start and run the engine to pressurize the hydraulic systems.

Bump stop – To renew

1. Chock the front wheels.



2. Jack up the rear of the car and remove the road wheel.
3. Remove the two setscrews securing the bump stop.
4. Fit the new bump stop and torque tighten the setscrews to between 22 Nm and 24 Nm (2,2 kgf m and 2,5 kgf m, 16 lbf ft and 18 lbf ft).

Rebound stop

The rebound stop is incorporated into the rear suspension strut and no maintenance is necessary.

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 park position.
3. Depressurize the rear suspension struts as described in Chapter G.
4. Screw a compression tool RH9299 into each bell shaped spring support to retain the springs in 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. H9-5). Tighten the draw bar until the mount is withdrawn from the crossmember. Remove the old mount and the extraction cup from the tool.
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 crossmember. Fit tool RH9291 using the insertion components. Ensure that the slots in the rubber of the mount are positioned as shown in figure H9-1. Tighten the tool draw bar to draw the new mount into the sleeve

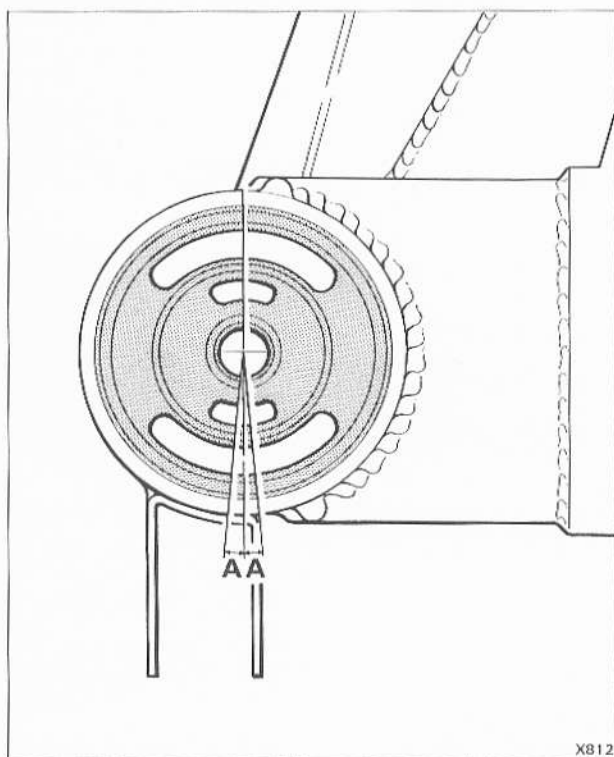


Fig. H9-1 Rear crossmember mount alignment
A Holes to be within 5° of vertical centre line

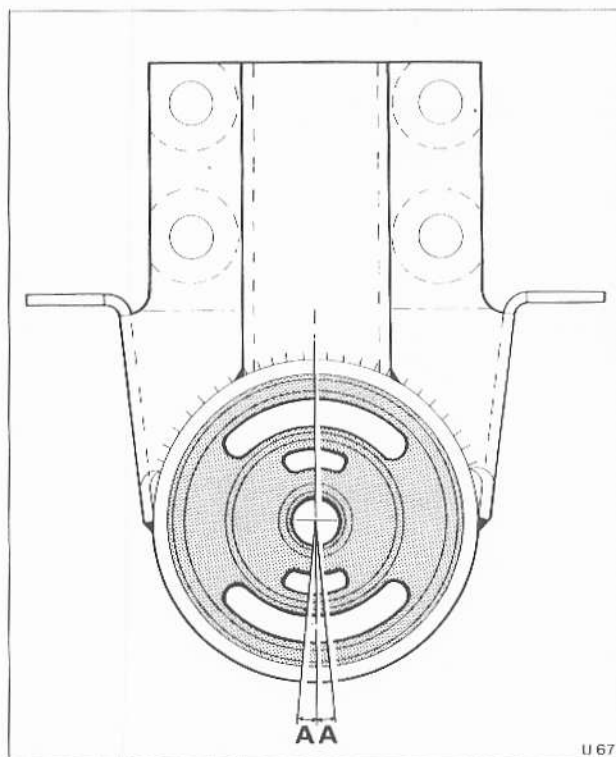


Fig. H9-2 Final drive crossmember mount alignment
A Holes to be within 5° of vertical centre line



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 tighten the setscrews.

16. Fit the long mounting bolt with the washers positioned as shown in figure H9-3.

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 Section H13 and Chapter P.

Final drive crossmember mounts – To remove (see fig. H9-4)

1. Drive the car onto a ramp and chock the rear wheels.

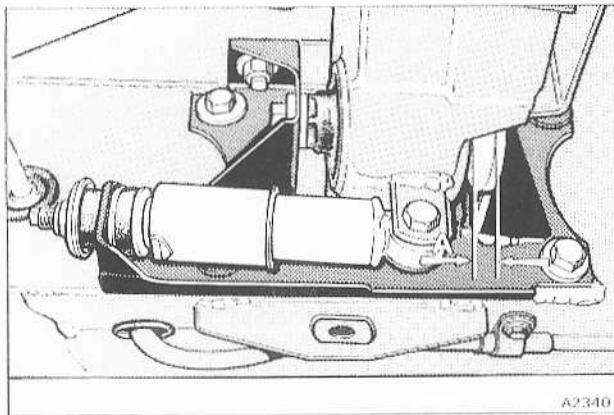


Fig. H9-3 Rear crossmember mount setting
A 10,60 mm to 12,07 mm (0.40 in to 0.475 in)

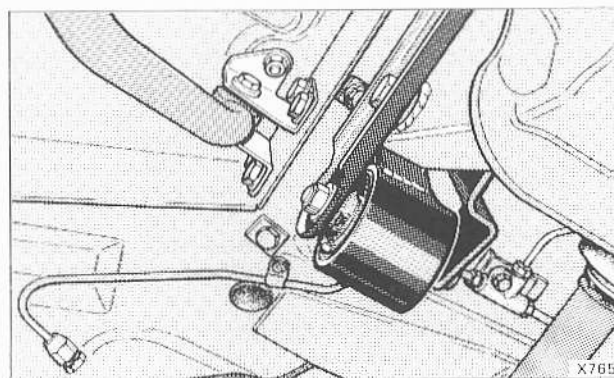


Fig. H9-4 Final drive crossmember mount
(left-hand shown)

2. Move the gear range selector lever to the 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 a crossmember mount, remove the two mounting plates connecting the final drive crossmember to the rubber mount.
7. Remove the two setscrews also the nuts and washers from the four bolts, securing the mount to the body. Slide the mount off the bolts.
8. Remove the mount from its housing using the extraction components of tool RH 9291 (see fig. H9-5).
9. 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.
10. Fit a new mount into the housing using the insertion components of tool RH 9291. Ensure that the slots in the mount are positioned as shown in figure H9-2.

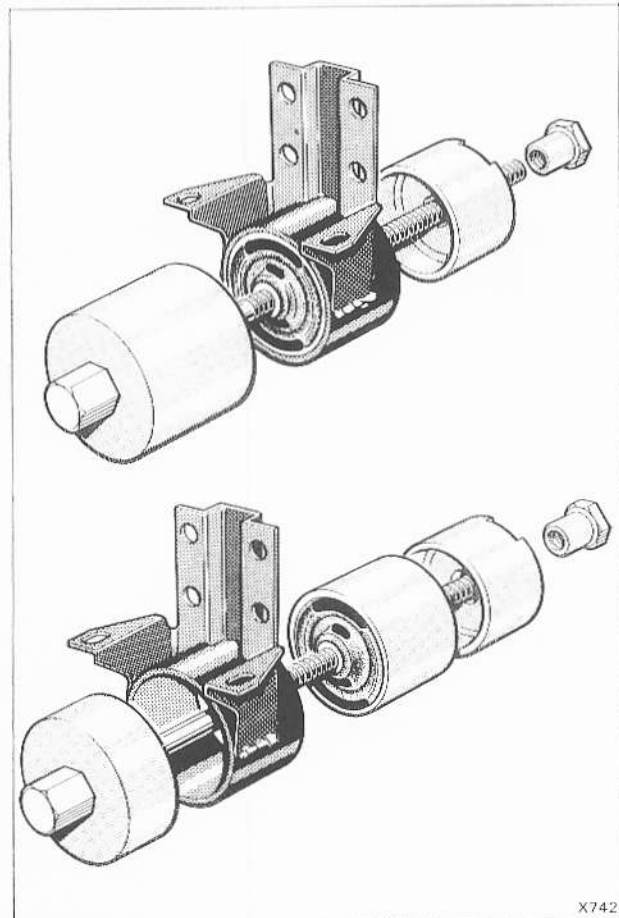


Fig. H9-5 Mount extraction and insertion tool
RH9291

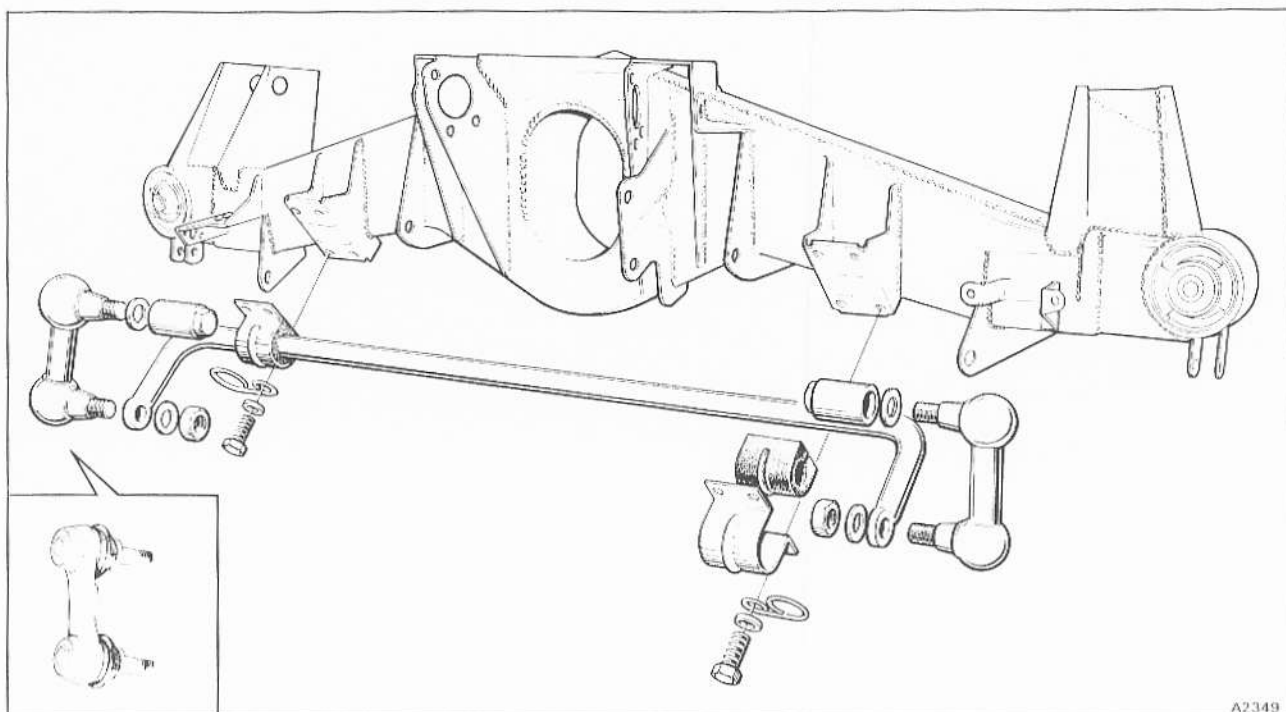


Fig. H9-6 Rear stabilizer components

Inset-Link fitted to Bentley cars other than Bentley Continental

11. Remove any grease that may have been deposited on the rubber of the mount using a soap solution and water.
12. Fit the mounts to the body by reversing the removal procedure.
13. Torque tighten the setscrews and nuts to the figures quoted in Section H13 and Chapter P.

4. Torque tighten the link nuts to between 45 Nm and 48 Nm (4,6 kgf m and 5,0 kgf m, 33 lbf ft and 36 lbf ft).
5. Set the levelling valve as described in Chapter G Section G15.

Rear stabilizer bar – To remove (see fig. H9-6)

1. Remove the 'U' clamp securing the levelling valve torsion bar to the centre of the stabilizer bar.
2. Slacken, but do not remove the reach nuts which secure the stabilizer links to the trailing arms.
3. 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.
4. Remove the brackets attaching the stabilizer mounting bushes to the crossmember.
5. Remove the stabilizer bar and rubber mounting bushes.
6. To remove the stabilizer links from the stabilizer bar repeat Operations 2 and 3.

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 with the trailing arms set in the normal ride position, secure the stabilizer bar onto the crossmember. Fit the brake cable support clips on the lower setscrews.

Rear road springs

Introduction

The rear road spring assembly comprises of a road spring, upper and lower bell shaped support, adjusting rings, and pliable spring seats. A flexible strip is fitted between the first and second spring coils at both ends of the spring. The adjusting rings, are each 1,22 mm (0.048 in) thick and are used to obtain the correct spring load and car ride height. Each ring is equivalent to a spring load increase of 35 N (3,5 kgf, 7.8 lbf) and will increase the car height by approximately 1,78 mm (0.070 in).

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 road spring – To remove

1. Drive the car onto a ramp and chock the front wheels.
2. Move the gear range selector lever to the park position.
3. Support the final drive unit with a jack.
4. Insert spring retention tool RH9299 through the centre of the lower spring support. Screw the tool fully into the upper spring support.
5. Lift the rear of the car until the suspension is in the full rebound position. Position sill blocks beneath the car sills to support the body.
6. Carefully manoeuvre the spring from its seat and remove it from between the trailing arm and the body.
7. Remove the spring seats and adjusting rings from the spring.

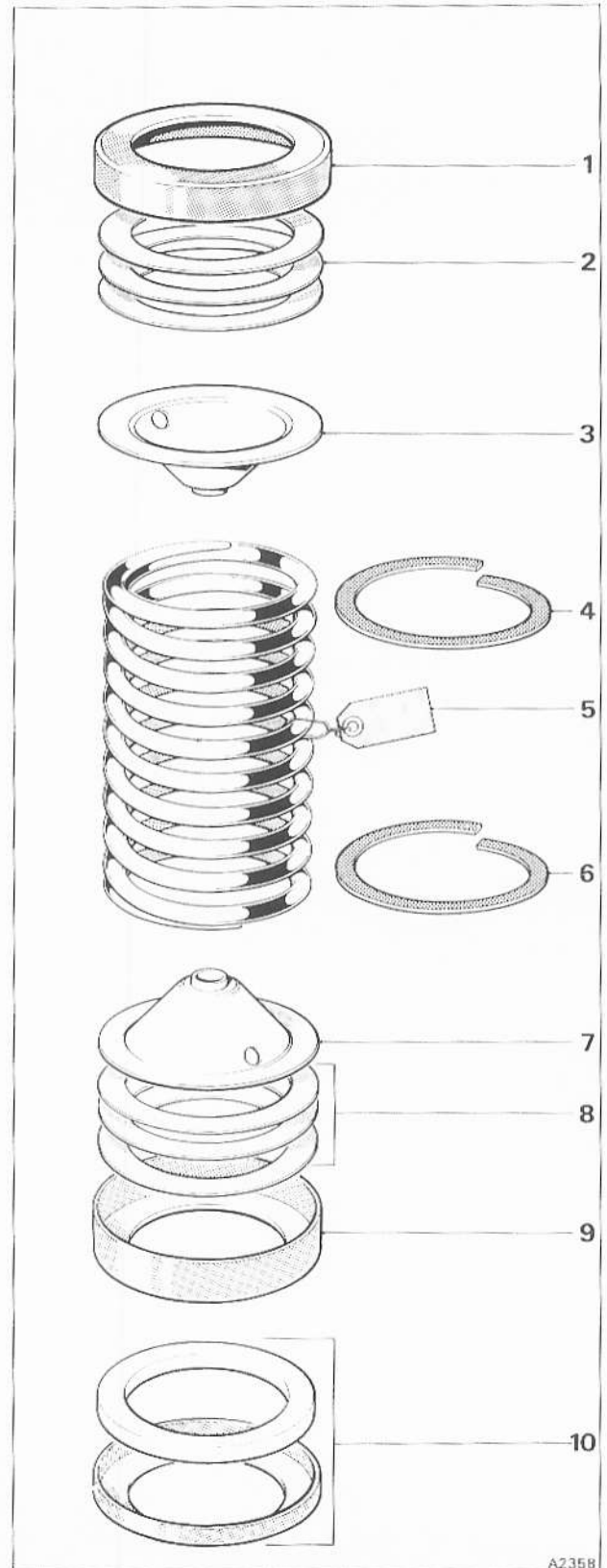
Note On Corniche II and Continental cars conforming to a Canadian, USA, and 1989 model year Middle East specification an additional spacer and seat are fitted beneath the normal spring seat and adjusting rings (see fig. H10-1).

8. Remove the two dowels from the baseplate of the spring compression tool RH 7909 and fit adapter block RH 9504.

Fig. H10-1 Rear road spring assembly

- 1 Pliable spring seat
- 2 Adjusting rings (as required)
- 3 Upper spring support (threaded centre)
- 4 Flexible strip
- 5 Spring loading label
- 6 Flexible strip
- 7 Lower spring support
- 8 Adjusting rings (as required)
- 9 Pliable spring seat
- 10 Special 8,89 mm (0.350 in) thick spacer and shortened, pliable seat

(Only fitted to Corniche II and Continental cars conforming to a Canadian, USA, and 1989 model year Middle East specification)



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Spring loading chart

	<i>Cars other than those conforming to a Canadian and USA specification</i>			<i>Cars conforming to a Canadian and USA specification</i>		
	N	kgf	lbf	N	kgf	lbf
Silver Spirit, Mulsanne, Mulsanne S, and Bentley Eight	5316	542	1195	5382	549	1210
Silver Spur, Mulsanne, and Mulsanne S Long wheelbase	5382	549	1210	5450	556	1225
Bentley Turbo R	5316	542	1195	5316	542	1195
Bentley Turbo R Long wheelbase	5382	549	1210	5382	549	1210
Corniche, Corniche II, and Bentley Continental	5845	596	1314	5996	612	1348
Corniche II and Bentley Continental <i>conforming to a 1989 model year Middle East specification</i>	5996	612	1348	-	-	-

9. Position the compressed spring into the compression tool with the upper spring support in the adapter block (see fig. H10-3).
10. Fit the top plate of the tool. Screw down the special nuts and thrust washers to secure the spring.
11. Measure and record the distance between the upper and lower plates.
12. Remove the spring retention tool RH 9299.

Ensure that the threads in the upper spring support are in good condition to withstand the full spring load when the retention tool is inserted.

13. Evenly unscrew the two nuts on the compression tool to completely extend the spring.
14. Examine all the components for serviceability.

Road spring – To fit

1. Fit the spring and spring supports into the compression tool. The threaded support should rest in the baseplate adapter.

The flexible strips should be inserted at both ends of the spring between the first and second coils (see fig. H10-2). On later cars the flexible strips are half the circumference of the spring.

2. Evenly tighten the tool nuts to compress the spring until the measurement taken during spring removal is achieved.
3. Screw the spring retention tool RH9299 into the threaded spring support to retain the spring in its compressed condition.
4. Remove the spring compression tool RH7909 and the adapter block RH9504.
5. When fitting a new spring, obtain the spring load figure from the label attached to the spring.
6. Refer to the spring adjustment chart to ascertain the correct number of adjusting rings required to obtain the correct spring load.

One adjusting ring is equivalent to 35 N (3,5 kgf, 7.8 lbf) therefore to achieve the correct nominal load multiples of this figure should be added to the load figure quoted on the spring label. This will give the number of rings required.

7. Ensure the trailing arm is in the full rebound position.
8. Fit the spring by placing a pliable seating and half the required number of adjusting rings estimated in Operation 6, into the trailing arm spring location.

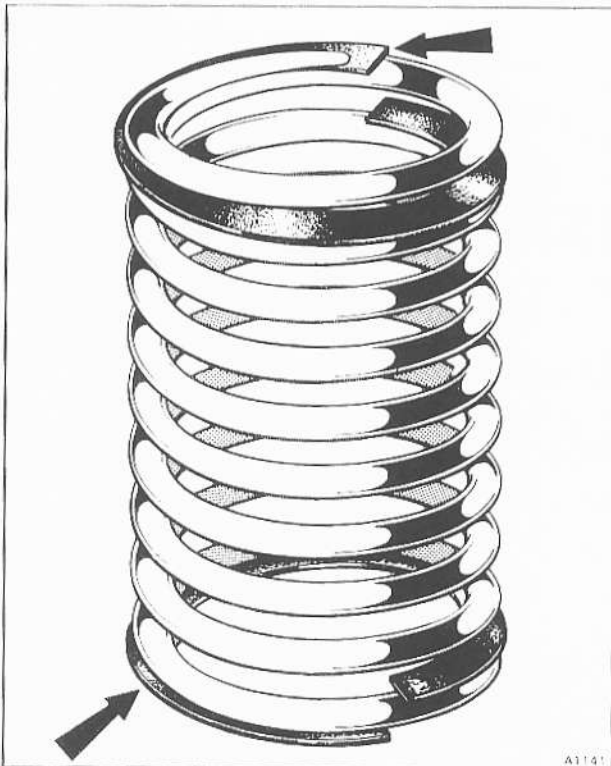


Fig. H10-2 Flexible strip location

Spring loading washer selection

Number of adjusting washers		1	2	3	4	5	6	7	8
Packing thickness	mm	1,22	2,44	3,66	4,88	6,09	7,31	8,53	9,75
	in	0.048	0.096	0.144	0.192	0.240	0.288	0.336	0.384
Spring load increase/decrease	N	34,7	69,4	104,2	138,9	173,3	208,0	242,8	277,5
	kgf	3,54	7,08	10,61	14,15	17,69	21,23	24,77	28,30
	lbf	7.8	15.6	23.4	31.2	39.0	46.8	54.6	62.4
Standing height increase/decrease	mm	1,78	3,56	5,33	7,11	8,89	10,67	12,45	14,22
	in	0.070	0.140	0.210	0.280	0.350	0.420	0.490	0.560
Number of adjusting washers		9	10	11	12	13	14	15	16
Packing thickness	mm	10,97	12,19	13,41	14,63	15,85	17,07	18,28	19,50
	in	0.432	0.480	0.528	0.576	0.624	0.672	0.720	0.768
Spring load increase/decrease	N	312,2	346,9	381,6	416,4	451,1	485,8	520,2	555,0
	kgf	31,84	35,38	38,92	42,46	45,99	49,53	53,03	56,56
	lbf	70.2	78.0	85.8	93.6	101.4	109.2	116.9	124.7
Standing height increase/decrease	mm	16,00	17,78	19,56	21,34	23,11	24,89	26,67	28,45
	in	0.630	0.700	0.770	0.840	0.910	0.980	1.050	1.120

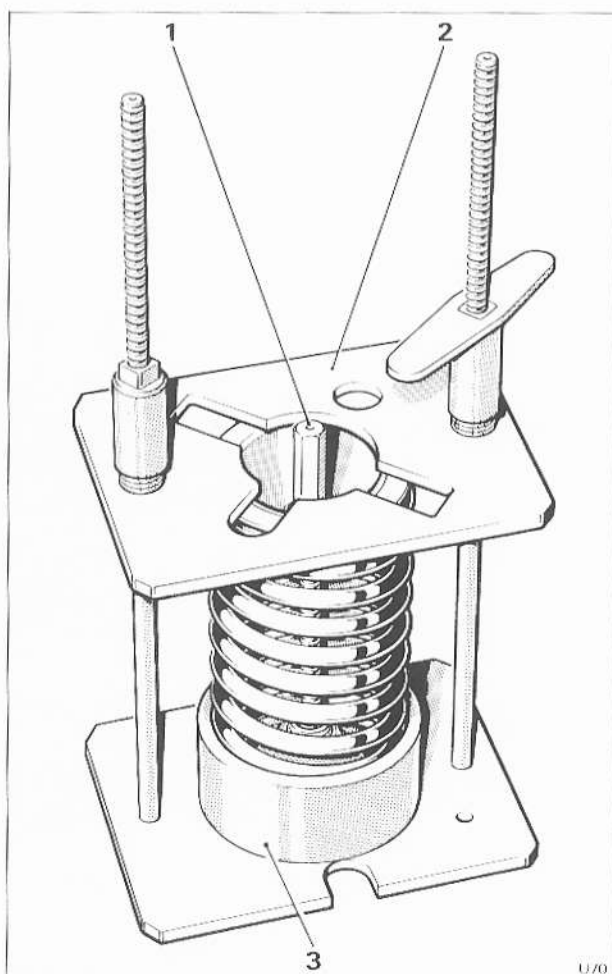


Fig. H10-3 Spring compression tools in position

- 1 Tool RH9299 and thrust washer
- 2 Tool RH7909
- 3 Adapter block RH9504

9. Place the remainder of the adjusting rings and a flexible seat over the upper spring support. Position the spring in the body spring cup.

On Corniche II and Continental cars *conforming to a Canadian, USA, and 1989 model year Middle East specification* the additional 9,0 mm (0.350 in) thick packing and special flexible seat, should be fitted first.

Note Always ensure that the rings used are clean and that no foreign matter becomes trapped between them during assembly.

10. Remove the sill blocks and carefully lower the car onto its wheels until the spring is held in position.
11. Carefully remove the spring retention tool from the centre of the spring.
12. Lower the ramp to the ground.
13. Roll the car backwards and forwards until the wheels attain a stable camber angle.
14. If a new spring has been fitted or the quantity of adjusting rings used has been changed, check the car ride height as described in Section H11.

Rear suspension settings

Introduction

Following operations in which the suspension has been partially or fully dismantled, the ride height of the car should be checked and if necessary adjusted.

To allow the suspension to settle after assembly and prior to this check being carried out, the car should be driven back and forth several times.

The ride height of the car is determined by three factors. The poundage of the road springs, the quantity of adjusting rings fitted to the springs, and the hydraulic mineral oil and gas pressure in the rear suspension strut and gas spring assemblies.

When checking the ride height it is also necessary to determine the closing pressure of the minimum pressure valve, i.e. the amount of hydraulic pressure retained in the rear struts. For full details of the closing pressure setting reference should be made to Chapter G.

Ride height – To check

1. The ride height should be checked with a full tank of fuel. If however the tank is partially empty, weight equivalent to the amount of missing fuel should be positioned adjacent to the fuel tank.
For each 4,5 litres (1 Imp gal, 1.2 US gal) of missing fuel add 3,4 kg (7.5 lb) of weight.
The fuel tank capacity is 108 litres (23.75 Imp gal, 28.5 US gal).
2. Ensure that the spare wheel, jack, tools, and accessories are fitted in their correct positions.
3. Check the tyre pressures and correct if necessary. This operation must be carried out as incorrect tyre pressures will result in incorrect ride height measurements.
4. Drive the car onto a suitable level ramp and securely chock the front road wheels. Do not set the ride height with the car on a surface which is not level as the variation in weight distribution can affect the cars height.
5. Move the gear range selector lever to the neutral position. **Remove the gearchange fuse from the fuseboard (fuse A6 on fuse panel F2), and release the parking brake.**
6. Depressurize the hydraulic system by releasing the accumulator bleed screws as described in Chapter G. Close the bleed screws.
7. Attach a bleed tube and container to the rear strut bleed screw and release the pressure from the struts.
8. Fit pressure gauge RH 9727 GMF into the strut bleed point.
9. Start the engine and allow the hydraulic systems to fully pressurize (approximately four minutes).
10. Bleed the suspension struts and pressure gauge. Allow the car time to level (approximately one minute).
11. Slacken the 'U' bolt which clamps the torsion rod to the rear stabilizer bar.
12. Position an open ended spanner [maximum length

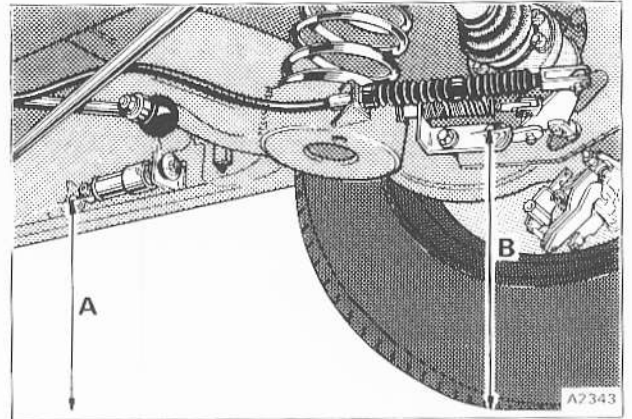


Fig. H11-1 Rear ride height setting

- A Floor to centre of body bracket setscrew
B Floor to centre of parking brake linkage bracket setscrew

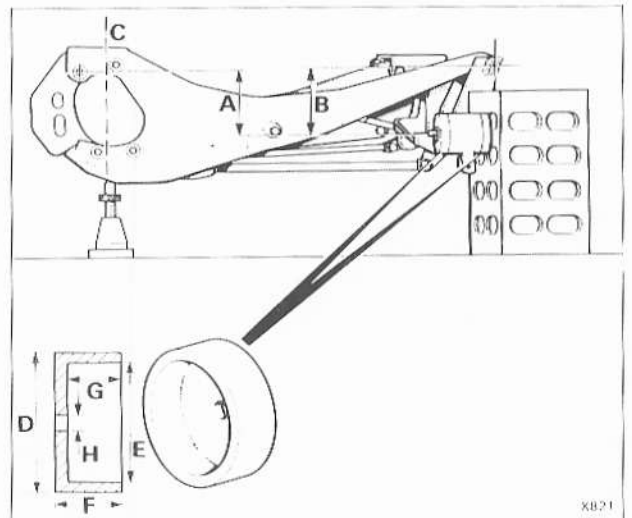


Fig. H11-2 Camber and toe-in setting

- A 134,9 mm (5.312 in)
B 141,8 mm (5.582 in)
C Wheel centre line
D 76,2 mm (3.00 in)
E 66,8 mm (2.63 in)
F 25,4 mm (1.00 in)
G 15,2 mm (0.625 in)
H 9,9 mm (0.391 in)

not exceeding 152mm (6.0 in)] onto the bottom of the levelling valve operating lever. Using the spanner as a lever, carefully pivot the operating lever towards the valve. Do not apply excessive pressure. Hold the lever in this position until a pressure of approximately 34,5 bar (500 lbf/in²) is indicated on the pressure gauge.



13. Pivot the lever away from the valve. The pressure will start to descend slowly.
14. Note the pressure on the gauge when it stops falling. This is the minimum pressure valve setting and should be between 24,1 bar and 26,2 bar (350 lbf/in² and 380 lbf/in²).
If the pressure is outside these limits, the minimum pressure valve should be adjusted as described in Chapter G Section G17.
15. When the car has fully lowered, pull down on the rear of the car then release it, this will ensure that the car has fully settled.
16. With the minimum pressure valve retaining the correct strut pressures, measure the height at points A and B as shown in figure H11-1. Both measurements should be taken from the level surface on which the car stands. Dimension A to the foremost bottom bolt securing the sub-frame mounting bracket to the body sill. Dimension B to the centre of the rear bolt attaching the parking brake linkage to the trailing arm.
17. Subtract dimension B from dimension A. The

- resultant figure must be within the following tolerances.
- Applicable to cars other than Corniche II and Continental built to a Canadian, USA, and 1989 model year Middle East specification.
+5,0 mm and -5,0 mm (+0.20 in and -0.20 in).
- Applicable to Corniche II and Continental cars built to a Canadian, USA, and 1989 model year Middle East specification.
+20,3 mm and +10,1 mm (+0.80 in and +0.40 in).
18. If the ride height is incorrect, add or remove the required number of adjusting rings to or from the spring seats.
Refer to Section H10 for details of the spring removal procedure.
 19. When the ride height is correct the levelling valve should be set as follows.
 20. Position an open ended spanner [maximum length not exceeding 152 mm (6.0 in)] onto the bottom of the levelling valve operating lever. Using the spanner as a lever, carefully pivot the operating lever towards the

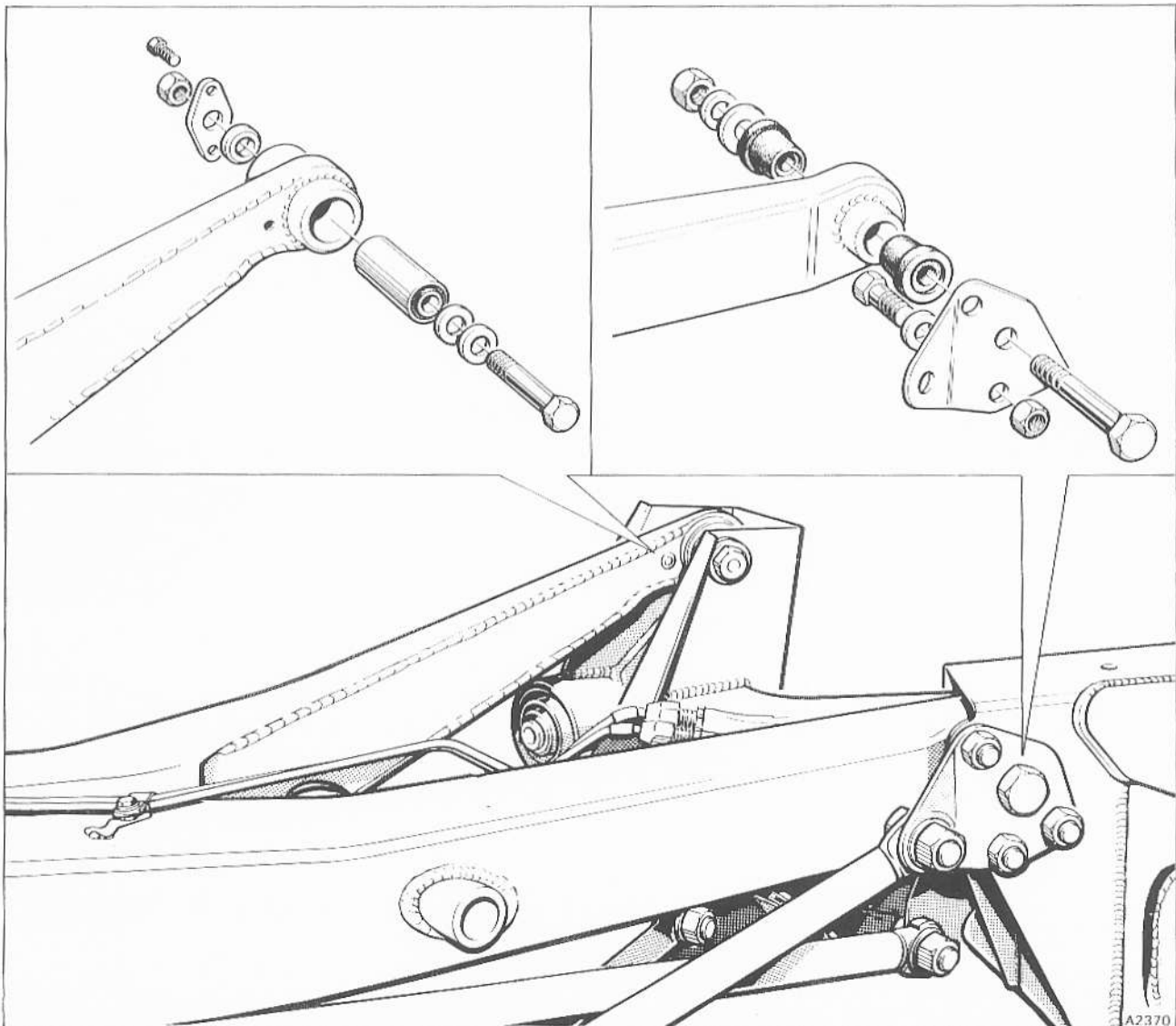


Fig. H11-3 Trailing arm pivot components

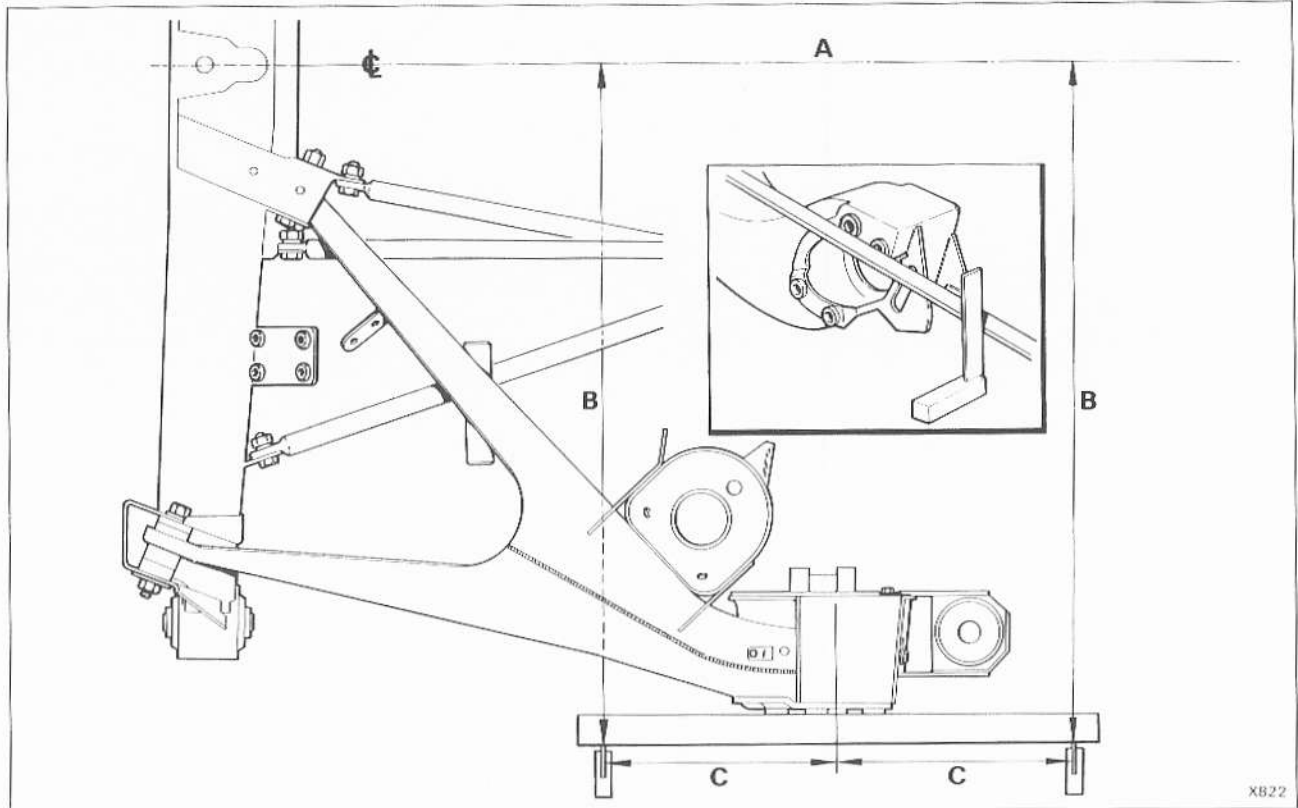


Fig. H11-4 Checking the toe-in setting

- A Centre line of rear sub-frame assembly
 B Measurement from engineers square to centre line

C 208 mm (8.20 in) from road wheel centre

valve. Do not apply excessive pressure. Hold the lever in this position until a pressure of approximately 34,5 bar (500 lbf/in²) is indicated on the pressure gauge.

21. Pivot the lever away from the valve. The pressure will start to descend. When the pressure gauge reads between 0,34 bar and 0,69 bar (5 lbf/in² and 10 lbf/in²) **higher** than the minimum pressure valve setting, allow the levelling valve to return to its 'dead area'.

With the levelling valve in this position, push the torsion bar as far as possible into the spherical bearing. Withdraw the torsion bar between 0,50 mm and 0,75 mm (0.020 in and 0.030 in), then torque tighten the torsion bar 'U' clamp nuts to between 5,2 Nm and 6,2 Nm (0,53 kgf m and 0,63 kgf m; 3.8 lbf ft. and 4.6 lbf ft).

Ensure that the area of contact between the clamp and the stabilizer bar is free of grease, oil, etc.

22. Depressurize the hydraulic systems and suspension struts.
 23. Remove the pressure gauge and fit the bleed screw.
 24. Bleed the hydraulic systems as described in Chapter G Section G5

Trailing arm camber – To set

1. Mount the rear crossmember and trailing arms on a surface table as shown in figures H11-2 and H11-3.
2. Set the trailing arms in the normal ride position

using small screw jacks situated beneath the trailing arms (see fig. H11-2).

3. Tighten the centre bolt of the inner bush and the bolts of the frame tube mounting bracket on each trailing arm.
 4. Tighten the centre bolt of each outer bush sufficiently to remove end play, but still allow trailing arm adjustment in the mounting bracket. Ensure that the location plate is suitably positioned to allow the two self-tapping screws to be fitted.
 5. Using suitable camber setting equipment, or a precision square across the faces of the upper and lower hub location tubes, check the camber of the trailing arms. The setting for each arm must be between minus 0° 15' and plus 0° 15'. The setting variation between the trailing arms must not exceed 0° 15'. Adjust the trailing arm as necessary to obtain the correct setting.
 6. Tighten the outer bush centre bolt.
- Note** Adjustment of the camber will also affect the toe-in setting. Therefore, it is necessary to adjust both settings until a satisfactory position is obtained.
7. Check the toe-in setting of each trailing arm.

Toe-in – To check (see fig. H11-4)

1. With the crossmember and trailing arm assembly mounted on a surface table as shown in figures H11-2



and H11-4 proceed as follows.

2. Mark a centre line between the centre of the rear crossmember and the final drive crossmember.
3. Place a straight edge across the hub mounting tubes to give the equivalent of the road wheel rim diameter (see fig. H11-4).

With the aid of a precision square positioned 208 mm (8.20 in) from the centre line of the hub (see fig. H11-4), measure the distance from the base of the square to the centre line marked on the table.

4. Repeat the measurement from the same distance on the other side of the hub centre line.
5. Compare the measurements taken on each side of the hub centre line.

The toe-in for one wheel to the centre line on the surface table should be between 1,35 mm and 1,8 mm (0.053 in and 0.071 in).

If the toe-in is incorrect, adjust the outer mounting point of the trailing arm then tighten the centre bolt.

Note Adjustment of the toe-in will also affect the camber setting. Therefore it is necessary to adjust both settings until a satisfactory position is obtained.

6. Repeat the procedure for the other trailing arm.

The maximum permissible toe-in differential between each side of the car is 0,38 mm (0.015 in).

7. On completion, torque tighten the centre bolts to between 82 Nm and 88 Nm (8,3 kgf m and 9,0 kgf m, 60 lbf ft and 65 lbf ft). Repeat the camber and toe-in checks to ensure movement has not occurred during tightening.

8. Secure the location plates on the outer mounting brackets with self-tapping screws. It will be necessary to drill two 4 mm (0.156 in) diameter holes in each crossmember bracket to accept the screws.

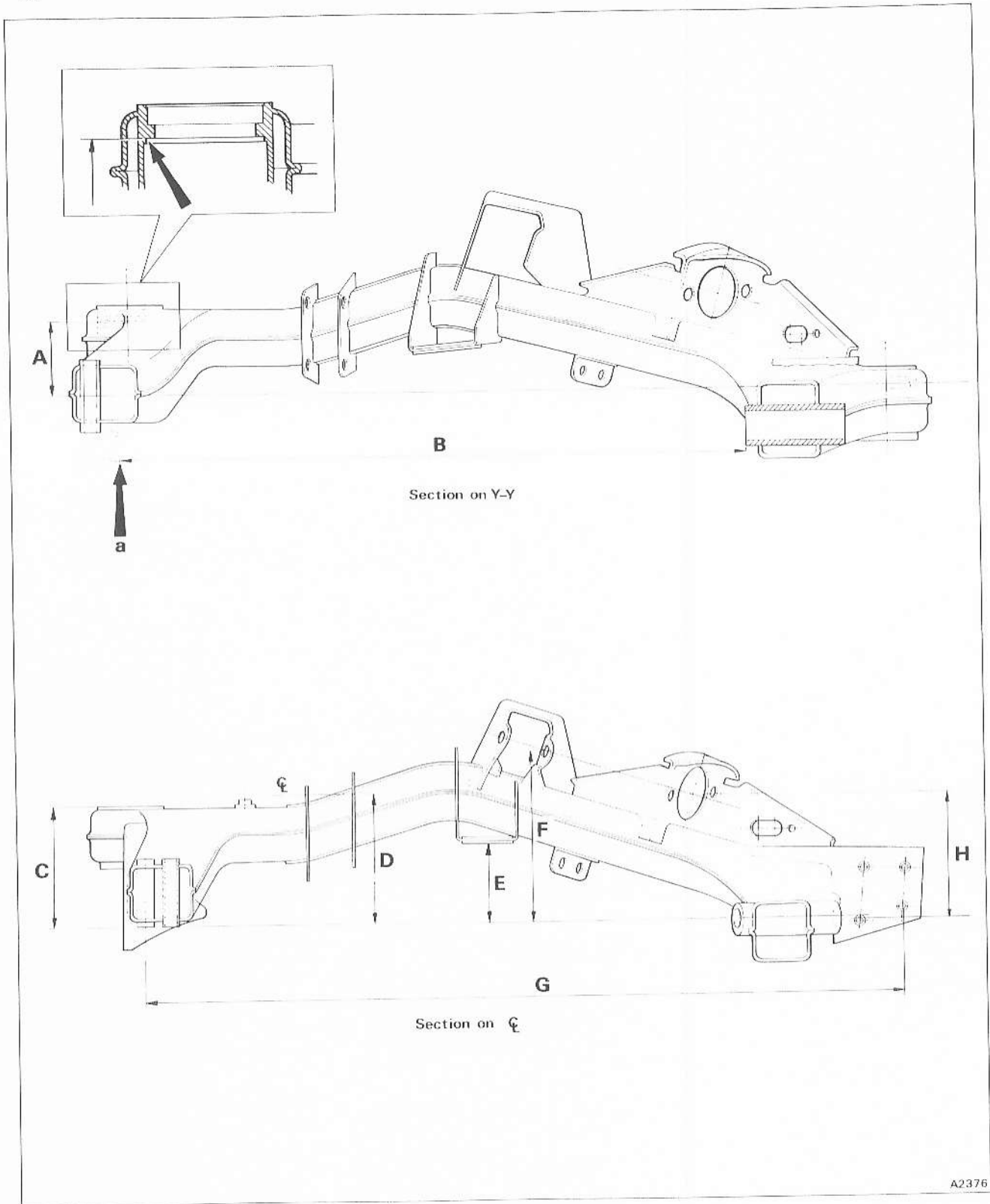


General dimensions

The illustrations in this section are provided to assist in assessing accident damage to the sub-frames and suspension components.

If damage is suspected the suspension and steering geometry should be checked prior to the removal of components for dimensional examination.

If damage to the sub-frame is suspected, the removal of the complete sub-frame unit will be necessary, for details refer to Section H3 Front sub-frame and Section H8 Rear sub-frame.



A2376

Fig. H12-1 Front sub-frame (side elevation)

- A 89,68 mm (3.531 in)
- B 782,57 mm (30.810 in)
- C 158,19 mm (6.228 in)
- D 160,32 mm (6.312 in)
- E 100,40 mm (3.953 in) cars prior to 1989 model year
63,12 mm (2.485 in) 1989 model year cars

- F 221,64 mm (8.726 in)
- G 1007,51 mm (39.666 in)
- H 170,91 mm (6.729 in)
- a Location point (see fig. H12-2)

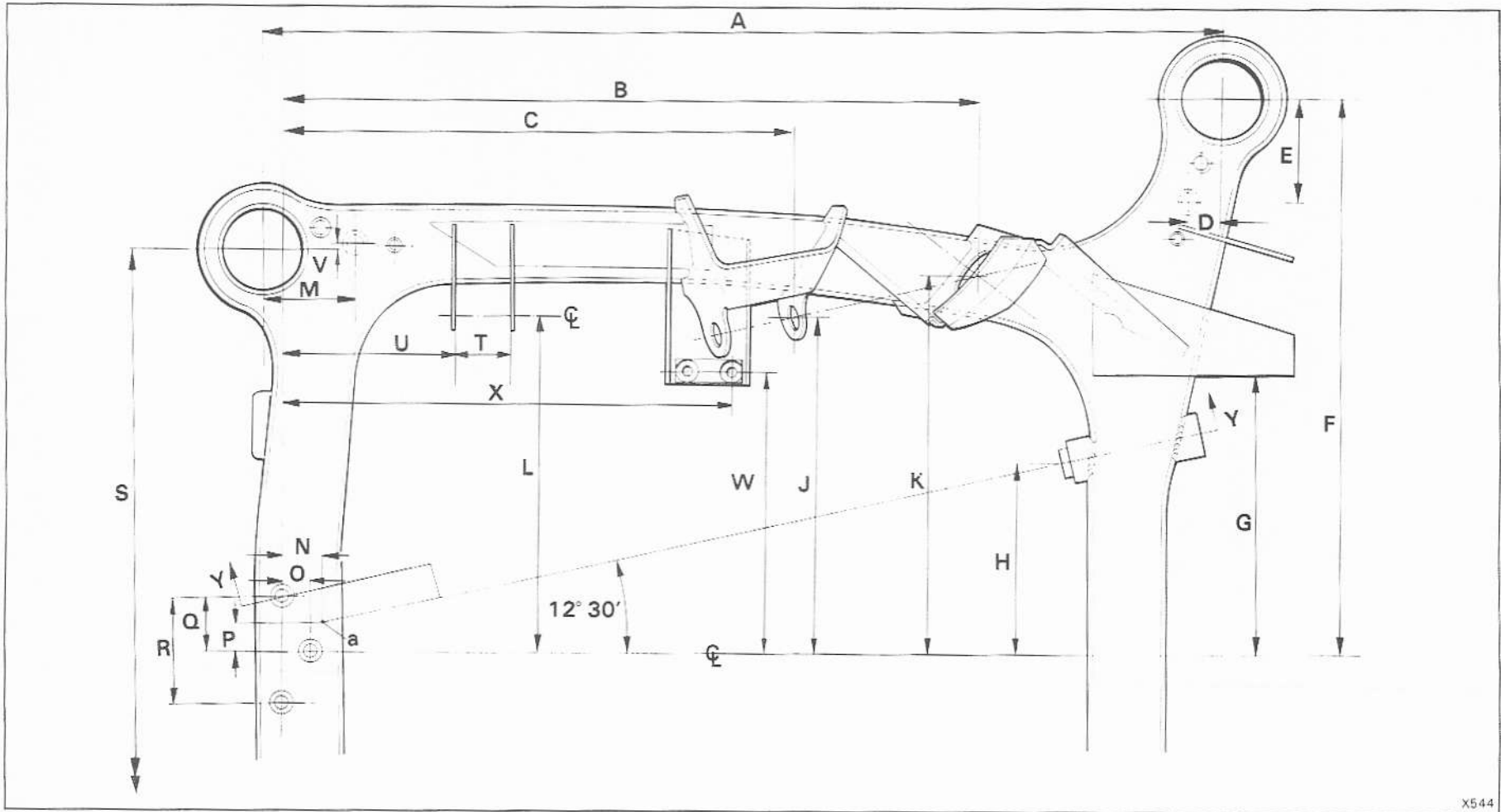


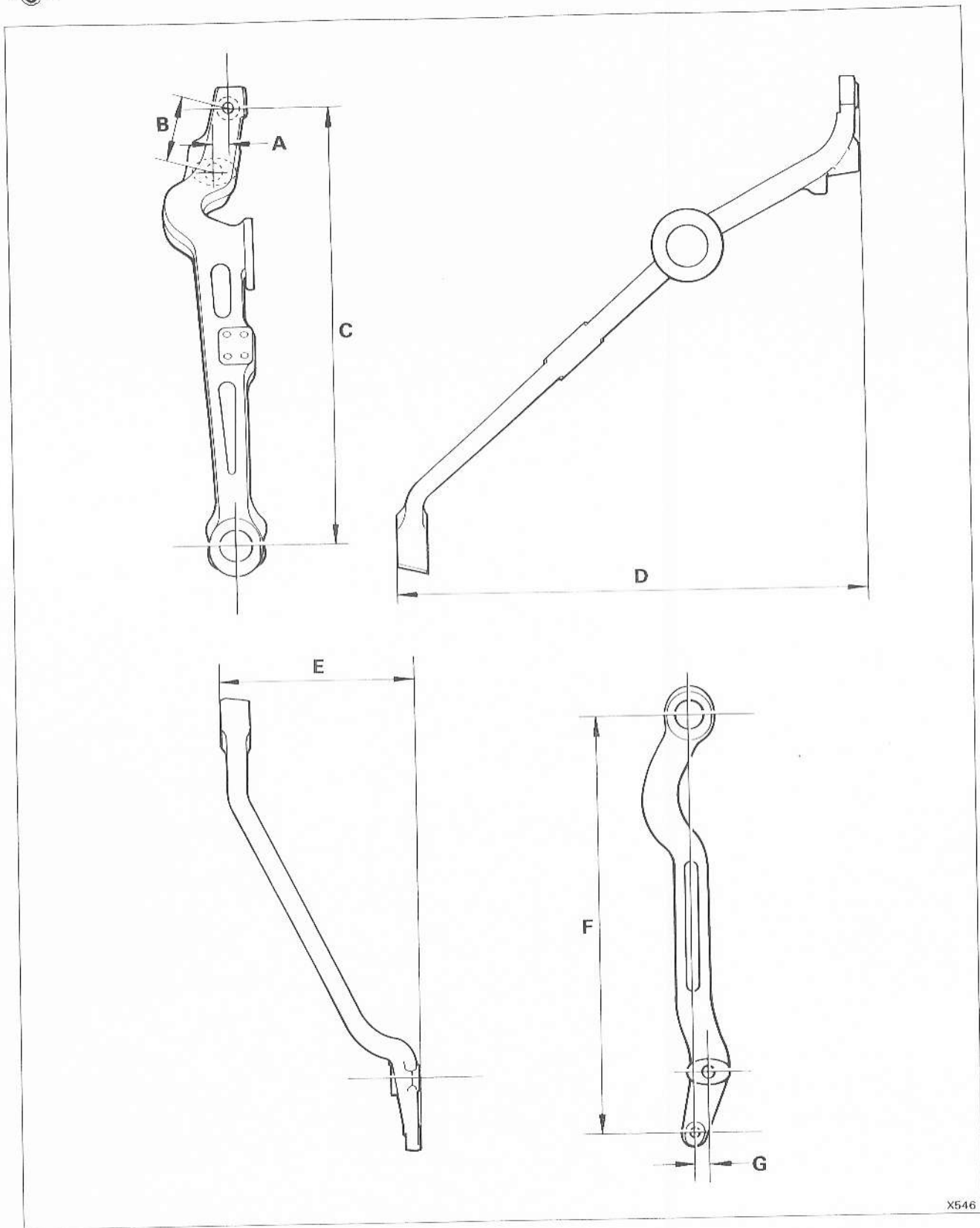
Fig. H12-2 Front sub-frame (plan view)

A 960,93 mm (37.832 in)
 B 719,12 mm (28.312 in)
 C 519,12 mm (20.437 in)
 D 28,57 mm (1.125 in)
 E 104,77 mm (4.125 in)
 F 551,25 mm (21.703 in)
 G 285,75 mm (11.250 in)
 H 196,26 mm (7.727 in)
 J 328,98 mm (12.952 in)

K 373,32 mm (14.698 in)
 L 330,20 mm (13.000 in)
 M 95,25 mm (3.750 in)
 N 38,10 mm (1.500 in)
 O 28,57 mm (1.125 in)
 P 26,97 mm (1.062 in)
 Q 52,70 mm (2.075 in)
 R 105,41 mm (4.150 in)
 S 787,40 mm (31.000 in)

T 53,18 mm (2.093 in)
 U 209,55 mm (8.250 in)
 V 7,92 mm (0.312 in)
 W 270,0 mm (10.630 in) cars prior to 1989 model year
 295,0 mm (11.614 in) 1989 model year cars
 X 453,87 mm (17.869 in) cars prior to 1989 model year
 489,89 mm (19.287 in) 1989 model year cars
 Y-Y View on side elevation (see fig. H12-1)

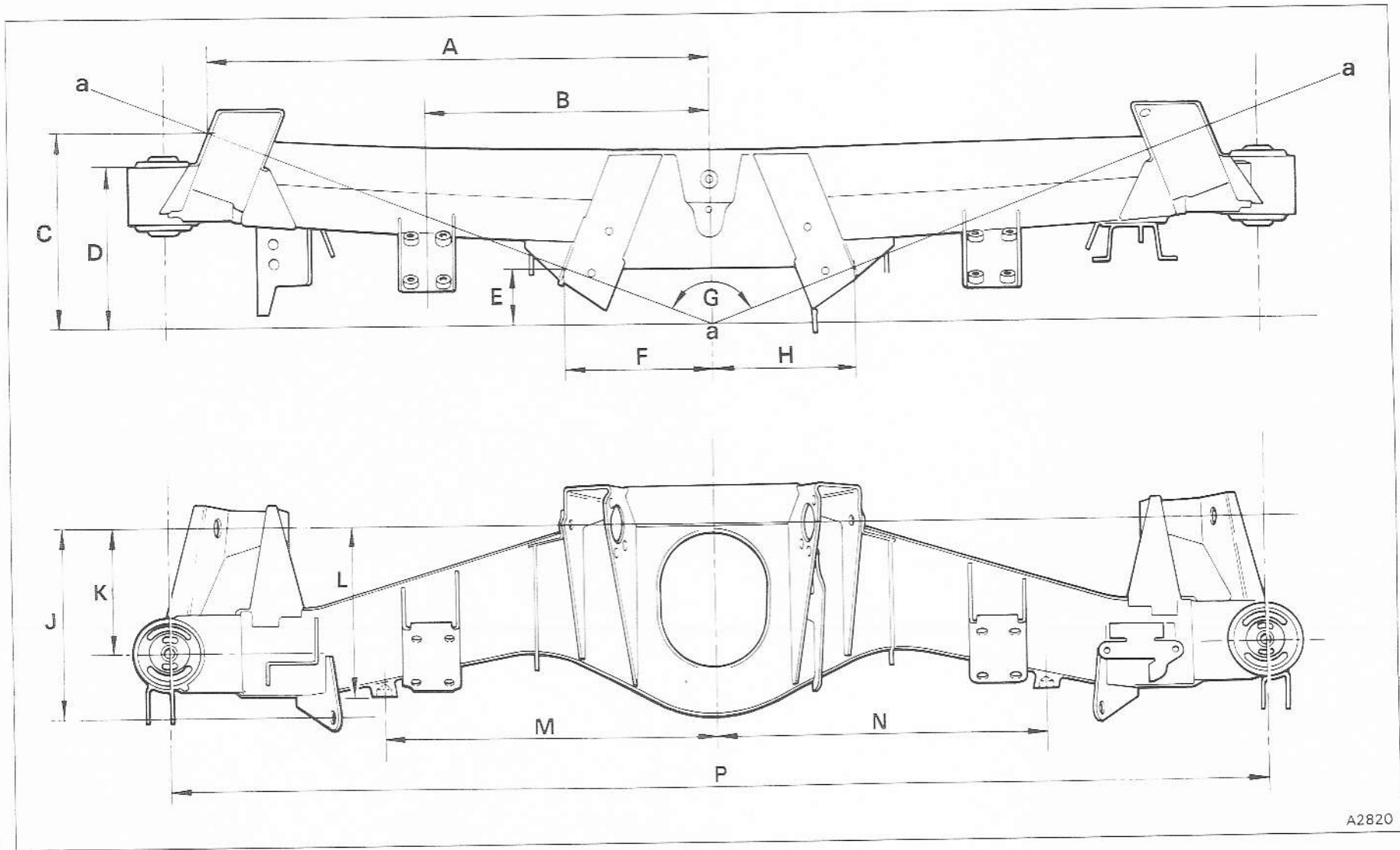




X546

Fig. H12-3 Triangle levers

- A 16,51 mm (0.650 in)
- B 71,42 mm (2.812 in)
- C 480,06 mm (18.900 in)
- D 510,35 mm (20.093 in)
- E 216,98 mm (8.543 in)
- F 480,06 mm (18.900 in)
- G 16,51 mm (0.650 in)



A2820

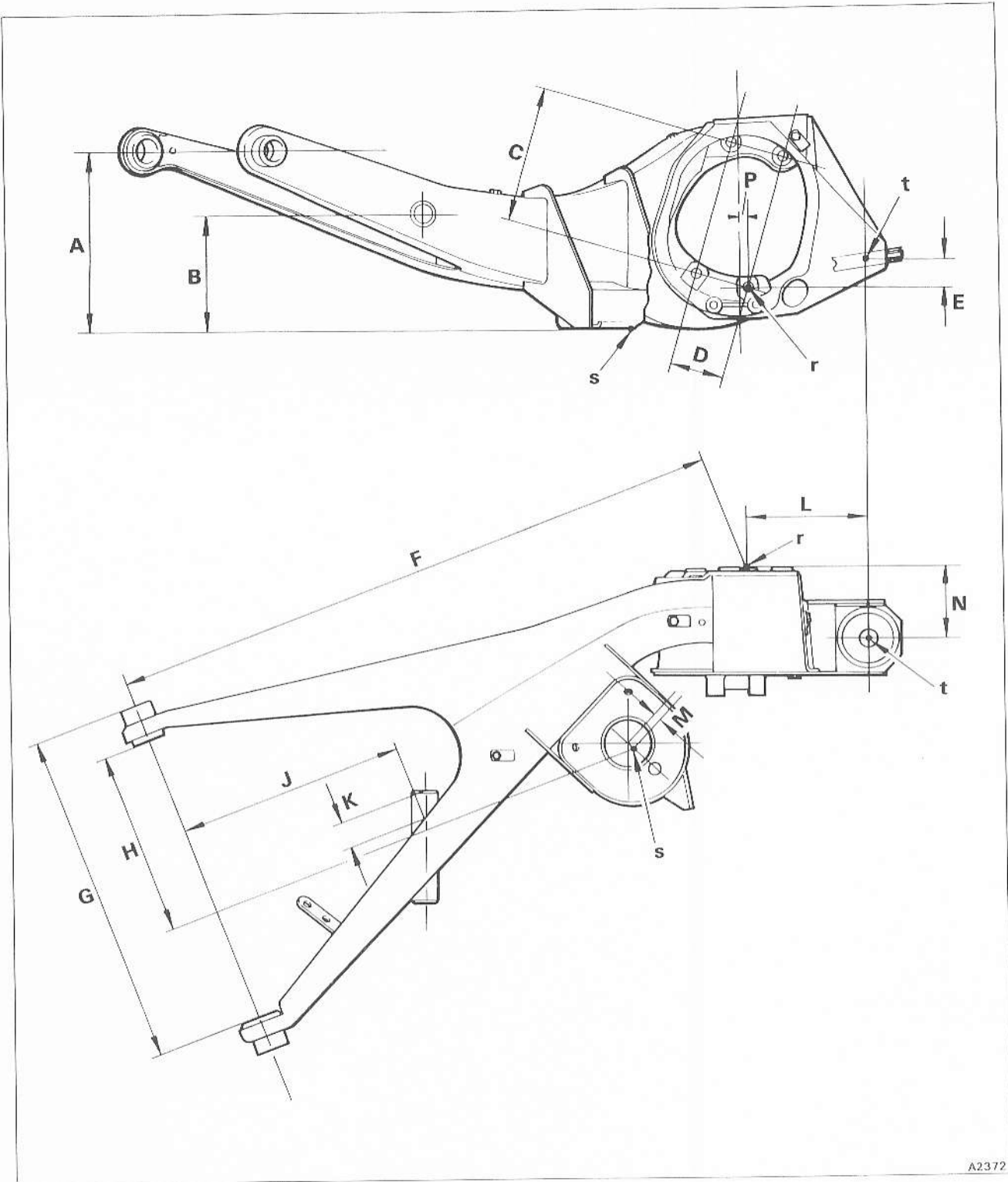
Fig. H12-4 Rear crossmember

A 535,46 mm (21.081 in)
 B 304,80 mm (12.000 in)
 C 212,42 mm (8.363 in)
 D 177,87 mm (7.003 in)
 E 61,62 mm (2.426 in)

F 155,35 mm (6.116 in)
 G 136° 43' 28"
 H 155,35 mm (6.116 in)
 J 203,20 mm (8.000 in)
 K 134,92 mm (5.312 in)

L 182,25 mm (7.175 in)
 M 355,60 mm (14.000 in)
 N 355,60 mm (14.000 in)
 P 1172,72 mm (46.170 in)
 a Centre line of trailing arm bearings

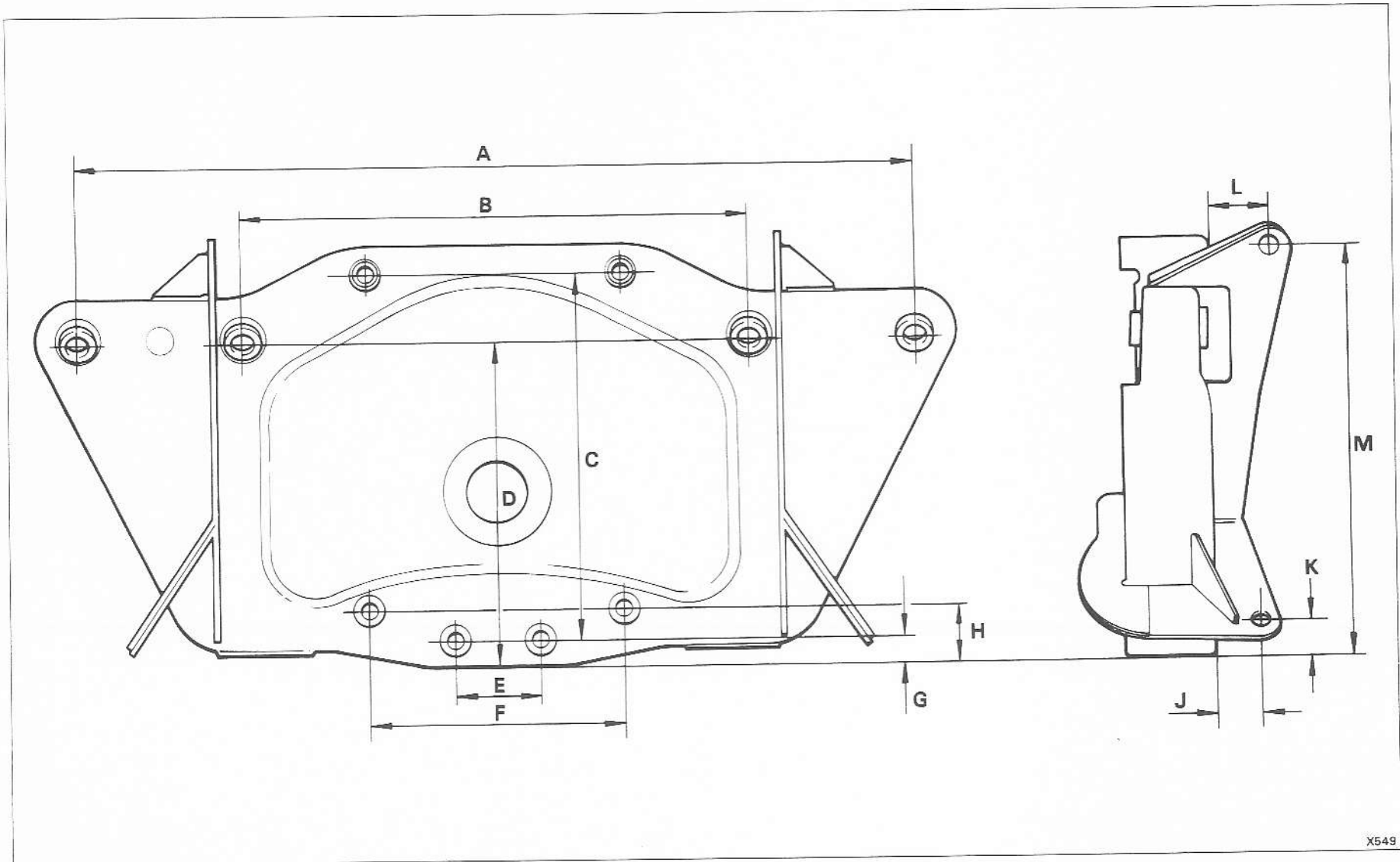




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Fig. H12-5 Trailing arms (right-hand shown)

- | | |
|-------------------------|-------------------------|
| A 210,50 mm (8.287 in) | J 271,75 mm (10.699 in) |
| B 135,50 mm (5.334 in) | K 31,00 mm (1.220 in) |
| C 160,66 mm (6.325 in) | L 143,75 mm (5.659 in) |
| D 63,50 mm (2.500 in) | M 7,14 mm (0.281 in) |
| E 36,00 mm (1.417 in) | N 86,30 mm (3.398 in) |
| F 747,20 mm (29.417 in) | P 9,88 mm (0.389 in) |
| G 407,70 mm (16.051 in) | r.s.t reference points |
| H 224,50 mm (8.839 in) | |



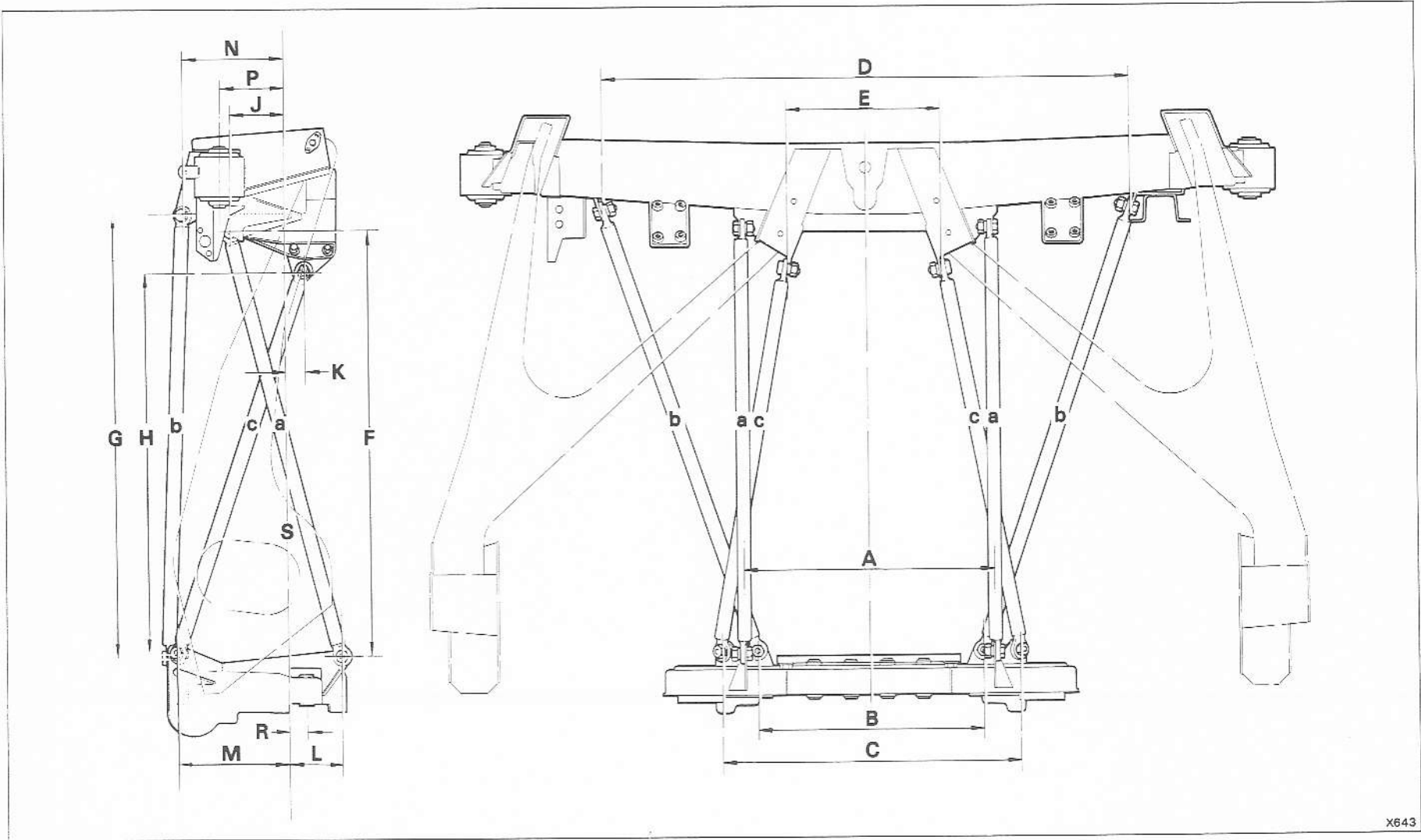
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Fig. H12-6 Final drive crossmember

A 565,15 mm (22.250 in)
 B 341,30 mm (13.437 in)
 C 247,02 mm (9.725 in)
 D 219,89 mm (8.657 in)

E 57,15 mm (2.250 in)
 F 171,45 mm (6.750 in)
 G 17,45 mm (0.687 in)
 H 37,77 mm (1.487 in)

J 32,54 mm (1.281 in)
 K 22,22 mm (0.875 in)
 L 41,28 mm (1.625 in)
 M 275,44 mm (10.844 in)



X643

Fig. H12-7 Rear sub-frame assembly

- A 381,00 mm (15.00 in)
- B 350,52 mm (13.80 in)
- C 482,60 mm (19.00 in)
- D 819,15 mm (32.250 in)
- E 233,68 mm (9.20 in)

- F 655,65 mm (25.813 in)
- G 690,58 mm (27.188 in)
- H 577,04 mm (22.718 in)
- J 91,44 mm (3.60 in)
- K 22,23 mm (0.875 in)

- L 76,20 mm (3.00 in)
- M 177,80 mm (7.00 in)
- N 165,10 mm (6.50 in)
- P 96,82 mm (3.812 in)
- R 19,63 mm (0.773 in)

- S Horizontal datum line
- a Frame tube
- b Frame tube
- c Frame tube

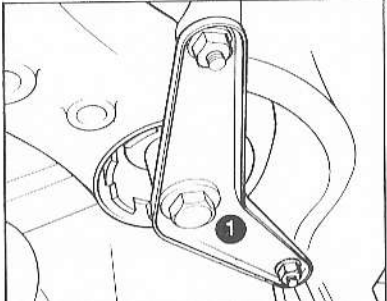
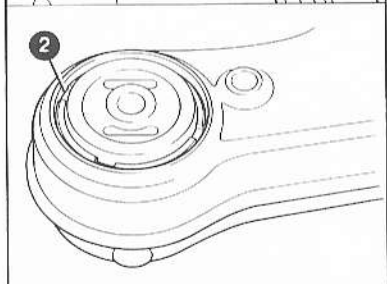
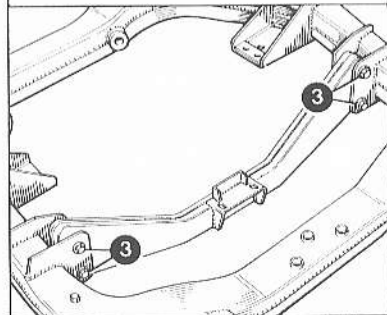
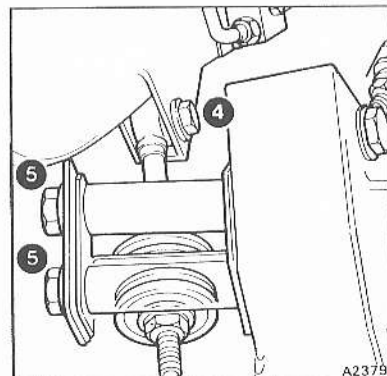
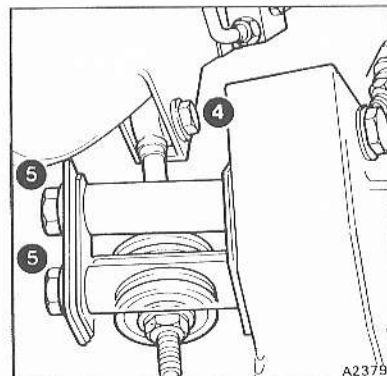
Special torque tightening figures

Introduction

This section contains the special torque tightening figures applicable to Chapter H.

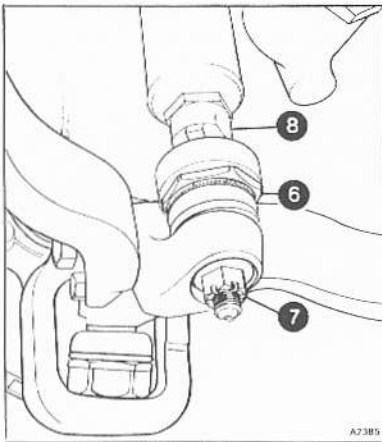
For standard torque tightening figures refer to Chapter P.

Components used during the manufacture of the vehicle have different thread formations (Metric, UNF, UNC, etc.). Therefore when fitting nuts, bolts, and setscrews it is important to ensure that the correct type and size of thread formation is used.

Section H3	Ref. Component	Nm	kgf m	lbf ft
	1 Sub-frame mounting setscrews	82-88	8,3-9,0	60-65
	2 Resilient mount locking ring	169-203	17,2-20,7	125-150
	3 Front engine mounting crossmember bolts	115-122	11,7-12,4	85-90
	4 Tie bar to longeron bolt	22-24	2,2-2,5	16-18
	5 Tie bar mounting bracket setscrews	40-43	4,0-4,4	29-32

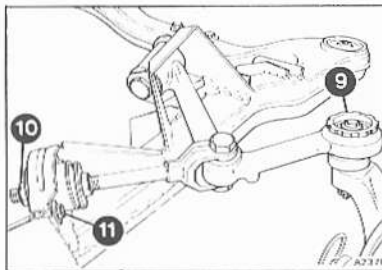


Section H4

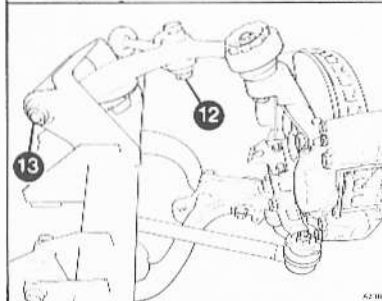


Ref.	Component	Nm	kgf m	lbf ft
6	Damper ball joint to housing	163-176	16,6-18,0	120-130
7	Damper ball pin castellated nut	57-61	5,8-6,2	42-45
8	Ball joint housing to damper stem	95-108	9,7-11,0	70-80

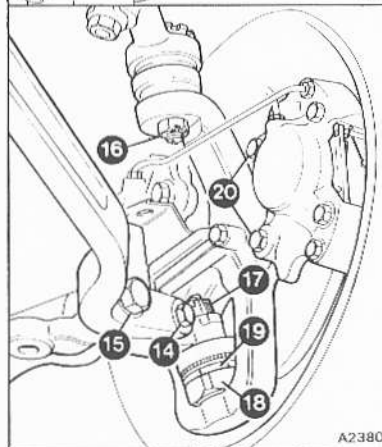
Section H5



9	Upper ball joint locking ring	203-237	20,7-24,2	150-175
10	Compliance mount nut	99-106	10,1-10,8	73-78
11	Compliance mount setscrews	40-43	4,0-4,4	29-32

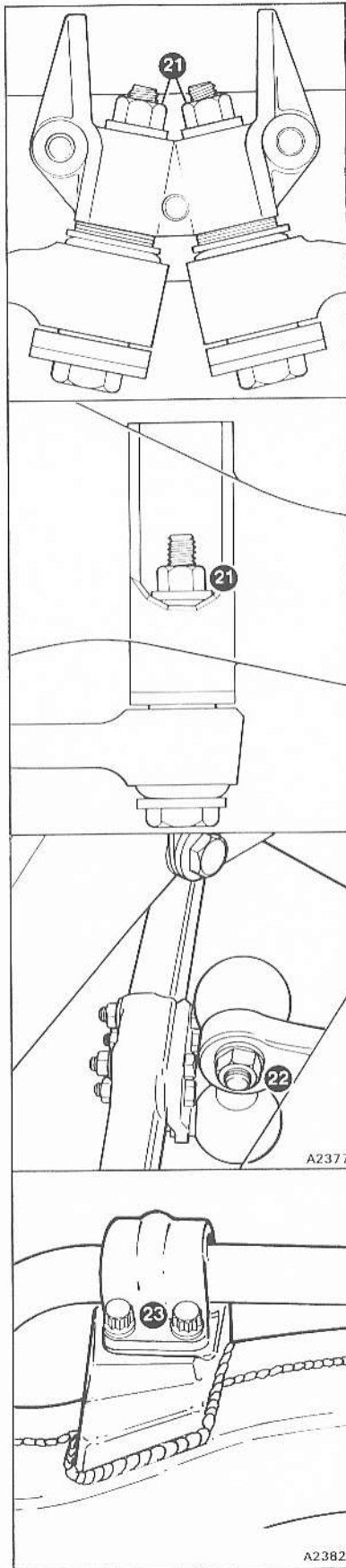


12	Compliance rod bolt	99-106	10,1-10,8	73-78
13	Compliance lever eccentric bolt	99-106	10,1-10,8	73-78



14	Lower triangle lever bolt	82-88	8,3-9,0	60-65
15	Lower triangle lever setscrew	116-122	11,7-12,4	85-90
16	Upper ball pin castellated nut	102-108	10,4-11,0	75-80
17	Lower ball pin castellated nut	102-108	10,4-11,0	75-80
18	Lower ball pin to yoke	190-216	19,4-22,0	140-160
19	Lower ball pin to housing	339-406	34,6-41,5	250-300
20	Brake caliper to yoke setscrews	75-81	7,6-8,3	55-60

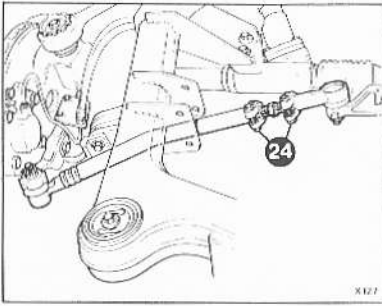
Section H5



Ref.	Component	Nm	kgf m	lbf ft
21	Lower triangle lever pivot bolts	82-88	8,3-9,0	60-65
22	Stabilizer link nuts	45-48	4,6-4,9	33-36
23	Stabilizer mounting bracket bolts (Bentley models other than Bentley Continental)	31-34	3,2-3,4	23-25

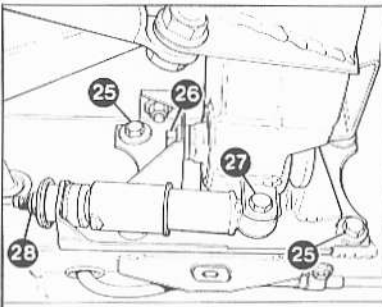


Section H7

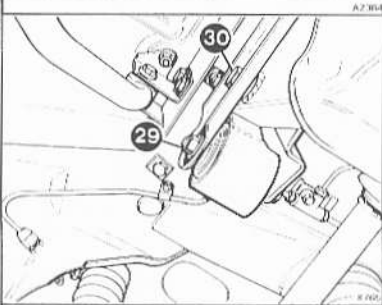


Ref.	Component	Nm	kgf m	lbf ft
24	Steering track rod adjuster clamp bolts	45-54	4,6-5,5	33-40

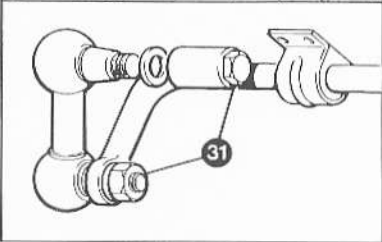
Section H8/H9



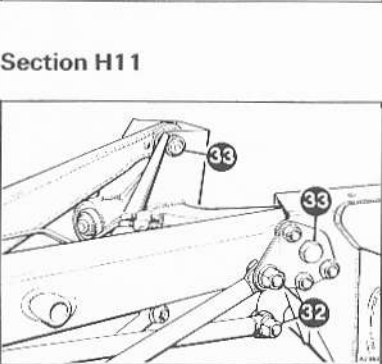
25	Crossmember mounting bracket setscrews	40-43	4,0-4,4	29-32
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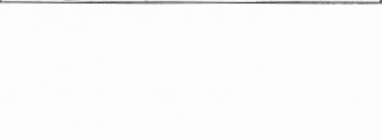
26	Crossmember to mounting bracket bolt	57-61	5,8-6,2	42-45
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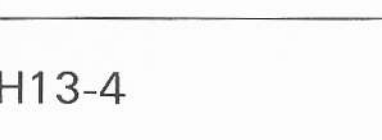
27	Crossmember damper securing bolt	40-43	4,0-4,4	29-32
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28	Crossmember damper self-locking nut	17-20	1,7-2,1	12-15
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29	Final drive crossmember to body mount bolt	57-61	5,8-6,2	42-45
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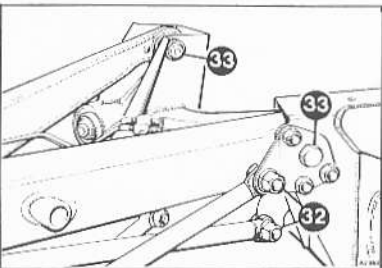


30	Final drive crossmember mounting plate bolts	82-88	8,3-9,0	60-65
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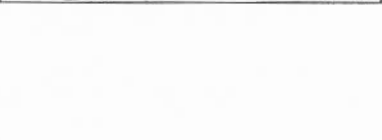


31	Stabilizer link nuts	45-48	4,6-4,9	33-36
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Section H11



32	Frame tube securing bolts	102-108	10,4-11,0	75-80
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33	Trailing arm mounting bolts	82-88	8,3-9,0	60-65
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Workshop tools

RH 7768	Extraction and insertion tool – front suspension upper ball joint
RH 7774	Tube spanner – front sub-frame mount
RH 7775	Tube spanner – upper ball joint
RH 7909 *	Compression tool – road spring
RH 8080	Extractor – stabilizer link – front suspension
RH 8576	Tube spanner – front sub-frame mount
RH 8809 *	Retainer – front road spring
RH 9291	Extraction and insertion tool – rear sub-frame mount
RH 9299	Retainer bolt – rear road spring
RH 9504	Adapter block – road spring compression tool
RH 9575	Jury bolt – rear sub-frame
RH 9710	Ball pin extractor
RH 9733	Crimping pliers – damper sleeve retainer
RH 12053	Adapter plate *This adapter plate should be used in conjunction with RH 8809 and RH 7909 on cars fitted with pressed steel upper spring plates.