

14 Suspension and steering

Front hub bearings

1 Where front hub bearings have become noisy or generally worn, examine the oil seal spacer and driveshaft bearing journals. In certain circumstances, fretting between the drive flange and spacer can occur, leading to bearing contamination. Renew any parts as necessary.

Rear hub bearings – water contamination

2 If the rear hub bearings have become contaminated by water, then remove the brake backplate from the suspension arm (see Section 7, Chapter 9), clean the mating surface of each component and apply a jointing compound to one of the surfaces before fitting the components back together.

Front and rear hub bearings (disc brake models)

3 Models with disc brakes may have taper roller bearings in both the front and rear hubs. The removal, refitting and torque settings are as given in Chapter 11 for the 1275 GT.

4 The endfloat tolerances are given in the Specifications and are measured at the hub circumference with the wheel removed. There is no need to change the bearings until the maximum endfloat has been exceeded.

Rear hub oil seal (disc brake models)

5 When fitting the rear hub oil seal on disc brake models ensure it is positioned with its open end facing away from the bearing.

Rear suspension – Saloon

6 With the car in motion a knocking noise from the left-hand rear corner is likely to be caused by a build-up of tolerances in the suspension, leading to fouling between the top stud of the left-hand rear shock absorber and the fuel tank.

7 To obviate this noise, regain sufficient clearance by making up two steel spacers; each one 2.16 x 0.39 in x 0.12 in (55 mm x 10 mm x 3 mm) in size, and fit them between the tank flange and floor panel as shown in the accompanying figure (Fig. 14.20).

Steering lock – warning

8 Do not, under any circumstances, attempt to improve lock operation by introducing oil into it. Should oil find its way into the ignition switch it will create a fire hazard. Oil will also cause inefficient operation by attracting dirt into the mechanism.

Wheel size

9 As from October 1984 all models are fitted with 12 inch wheels as listed in the Specifications.

Rear wheel toe-in – excessive tyre wear

10 Too much toe-in of the rear wheels can cause excessive wear of the rear tyres.

11 Where this is found to be the case then a spacer, available from your dealer, may be fitted between the radius arm outer bracket and the subframe.

12 In some cases the bolt holes on the lower side of the outer bracket may need to be elongated.

13 Where only one tyre is affected, it is permissible to fit a spacer to that side only.

Driveshaft hub nuts – 1986 on

14 Some later driveshafts only have one split pin hole for locking the hub nut.

15 When refitting a hub nut to one of these driveshafts, tighten the nut to the specified torque (see Specifications) and then continue tightening the nut to align the split pin hole.

Wheels and tyres – general care and maintenance

Wheels and tyres should give no real problems in use provided that a close eye is kept on them with regard to excessive wear or damage. To this end, the following points should be noted.

Ensure that tyre pressures are checked regularly and maintained correctly. Checking should be carried out with the tyres cold and not immediately after the vehicle has been in use. If the pressures are checked with the tyres hot, an apparently high reading will be obtained owing to heat expansion. Under no circumstances should an attempt be made to reduce the pressures to the quoted cold reading in this instance, or effective underinflation will result.

Underinflation will cause overheating of the tyre owing to excessive flexing of the casing, and the tread will not sit correctly on the road surface. This will cause a consequent loss of adhesion and excessive wear, not to mention the danger of sudden tyre failure due to heat build-up.

Overinflation will cause rapid wear of the centre part of the tyre tread coupled with reduced adhesion, harsher ride, and the danger of shock damage occurring in the tyre casing.

Regularly check the tyres for damage in the form of cuts or bulges, especially in the sidewalls. Remove any nails or stones embedded in

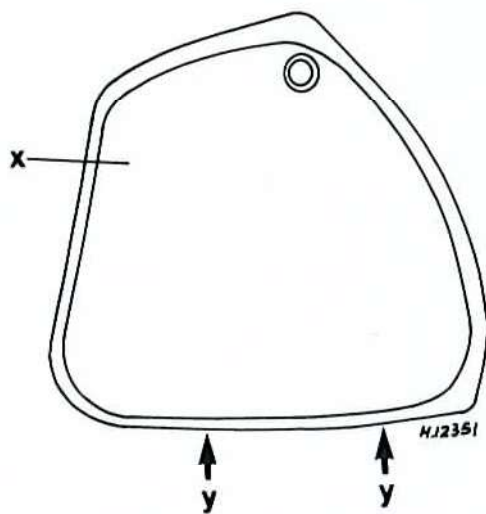


Fig. 14.20 Position of fuel tank-to-floor panel spacers (Sec 14)

X Fuel tank

Y Spacer

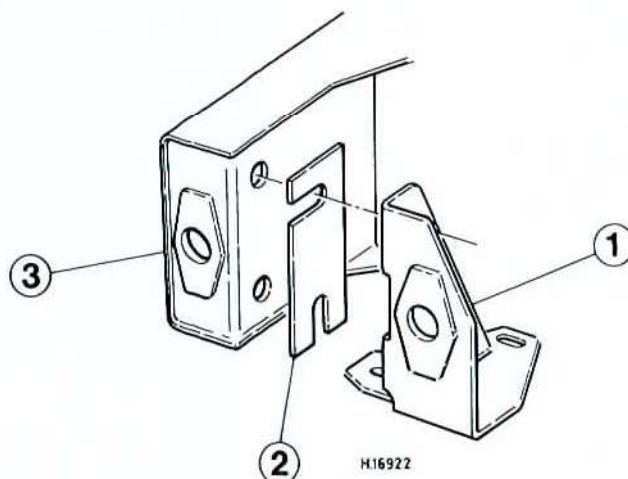


Fig. 14.21 Radius arm outer bracket spacer (Sec 14)

1 Bracket
2 Spacer

3 Subframe