

SECTION L

THE HYDRAULIC DAMPERS

(TELESCOPIC)

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GENERAL DESCRIPTION

Telescopic hydraulic dampers are fitted at both front and rear of the vehicle. All working parts are immersed in oil and the dampers are set before dispatch. They cannot be adjusted or refilled with fluid; when defective they must be replaced with new units.

Some indication of the condition of a damper may be gained by holding the damper vertically with the bottom lug in a vice and fully extending and compressing the unit several times to expel any air from the pressure cylinder chamber. When this has been done the movement should be slow and even over the whole range; if it is not, renew the unit.

Section L.1

FRONT DAMPERS

Jack up the vehicle and remove the road wheel.

Support the suspension assembly beneath the brake-drum, remove the upper and lower mounting securing nuts, and pull the damper from its mounting spigots.

Make certain that the rubber bushes are in good order; replace them with new bushes if they show signs of deterioration.

Before refitting the damper to the car hold the damper vertically in a vice, gripping it by the bottom mounting eye, and fully extend and compress the damper about six times to expel any air from the pressure cylinder chamber. The damper must be retained in an upright position until refitted.

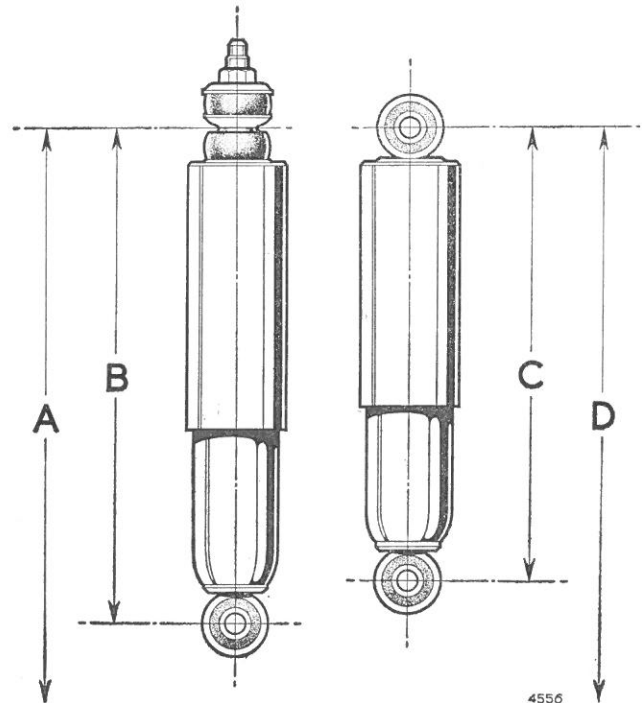


Fig. L.1

The hydraulic dampers

Rear

A. Extended length 15 $\frac{3}{8}$ in. (385.76 mm.).

B. Compressed length 9 $\frac{1}{8}$ in. (242.89 mm.).

Front

C. Compressed length 8 $\frac{1}{2}$ in. (215.90 mm.).

D. Extended length 12 $\frac{3}{4}$ in. (323.85 mm.).

Section L.2

REAR DAMPERS

Right-hand damper

- (1) Remove the upper damper mounting nuts from inside the luggage boot.
- (2) Jack up the vehicle and remove the road wheel. Take off the lower mounting nut and washer, collapse the damper, and remove it from its anchorage point on the radius arm.
- (3) Retain the damper in an upright position after removal from the car.
- (4) Make certain that the rubber bushes are in good condition; fit new bushes if they are worn or damaged.
- (5) Before refitting a damper to the vehicle it must be primed, see Section L.3.
- (6) When refitting the rear dampers make certain that the rubber cone spring and the spring strut are correctly located on their individual spigots whilst the radius arm is being raised to reconnect the upper end of the damper.

Left-hand damper

Access to the damper upper fixing nuts can only be obtained after the fuel tank has either been completely removed, or as on most cars, it is only necessary to release the tank from its mounting position. On cars having a fuel tank with a rigid drain tube the tank must be drained and removed, see Section D.1.

To release the fuel tank:

- (7) Remove the fuel filler cap and release the tank securing strap.
- (8) Pivot the tank around the tank front hose connection, taking care not to damage the hose, and lift the rear of the tank towards the centre line of the car until access to the damper is obtained.
- (9) Remove and refit a damper as operation sequence (1) to (6) for right-hand damper.

Section L.3

PRIMING

If it is suspected that air is present in a hydraulic damper which has been in service, remove the damper from the vehicle and stand it in a vertical position for approximately five hours.

After this period prime the damper as follows.

Armstrong

Hold the damper in a vertical position, extend it to its full travel, and then compress slowly. Continue to extend and compress until no free travel can be felt when changing the direction of stroke.

Girling

Hold the damper with the dirt shield uppermost at an angle of 15 to 20° to the vertical. Extend the damper

about 3 in. (76 mm.) very slowly, and then compress fully.

Rotate the dust shield during this operation; repeat the sequence of extending very slowly and compressing until all free play has disappeared. **Do not fully extend the damper during this process.**

New dampers need only be held in a vertical position for a few minutes before priming as described above. **Always** place dampers in a vertical position after priming.

