

BULLETINS H SERVICE SCHEDULES B10 TOOLS PARTS CATALOGUE 18 21 25

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 H5 for collet thickness information.

- 1.) Fit the support plate halves of the road spring retention tool RH 8809 around the lower section of the damper and secure them together.

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.

Position adapter plate RH 12053 on to the upper spring plate and insert the four long studs of the spring retention 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.

H5-2



H5-2 Spring retention tool and adapter plate in position

1	Adapter plate RH 12053
2	Upper spring plate
3	Damper mounting rubbers
4	Convolute rubber sleeve
5	Pliable spring seat
6	Pliable spring seat
7	Spring support plate
8	Spring load adjustment collets
9	Spring support collar
10	Spring retention tool RH 8809

H5-2).

- 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.

This operation should allow the spring support to be drawn from the spring support plate, exposing the adjustment collets.

Warning:

On cars fitted with variable ride control dampers, it is essential that the spring support plate and support collar are not seized or bind on to the damper solenoid sleeve. Should this occur the damper could be drawn from the solenoid sleeve when the jack is raised, thus exposing internal oil ports and allowing the damper oil to be expelled.

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

Warning:

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.

H8-2



H8-2 Front height adjustment

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

H8-2).

- 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.

Steering and suspension geometry	
Front wheel toe-in	0°12' ± 5'
Camber angle	0°30' negative ± 15'
Caster angle	3°0' ± 30'
Maximum caster variation from side to side	0°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 on to 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.

H8-3



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H8-3 Track rod toe-in adjusters H8-3). 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°7' and 0°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.