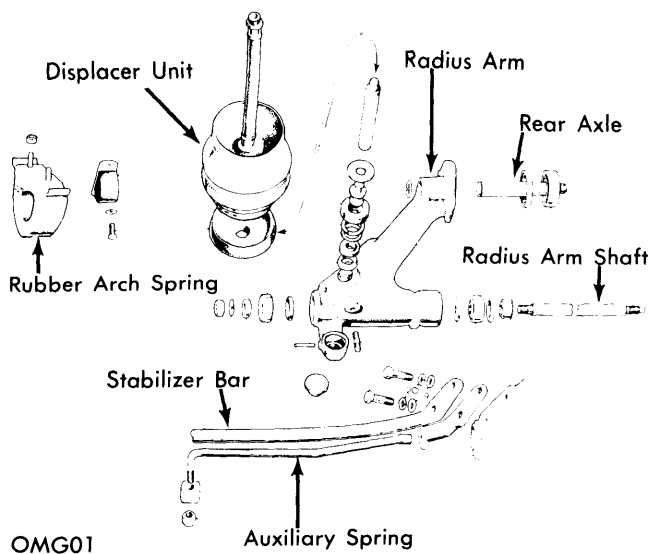


1968-71 AUSTIN AMERICA

Austin America (1968-71)

DESCRIPTION

Rear suspension is hydrolastic type consisting of a sub frame, two displacer units and radius arms. Early models have auxiliary springs and a stabilizer bar. Later models have rubber arch springs. Displacer unit consists of a piston, diaphragm, upper and lower chamber housing, and a conical spring of compressed rubber.



OMG01

REAR SUSPENSION

ADJUSTMENTS

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications and Procedures* in **WHEEL ALIGNMENT** Section.

WHEEL BEARING ADJUSTMENT

See *Wheel Bearing Adjustment* in **WHEEL ALIGNMENT** Section.

DEPRESSURIZING, EVACUATING & PRESSURIZING

CAUTION — Before work is done on suspension system and its components, system must be depressurized.

DEPRESSURIZING

1) Remove dust cap from displacer unit pressure line valve. Using service equipment (18G 682 or 18G 703), install black connector (with knurled knob unscrewed) of service machine to displacer unit pressure line valve.

2) Open valve number 2 (black valve) on service machine. Screw in knurled knob to drain fluid from suspension system into pressure tank. After system is drained, unscrew knurled knob, close number 2 valve and remove service machine black connector.

EVACUATING

When installing suspension units, air must be evacuated from system. Remove dust cap from displacer unit pressure line valve and connect service machine (18G 682 or 18G 703) yellow connector. Operate vacuum pump until all fluid movement has ceased and vacuum reading is 27 in. Hg. Open valve number 1 (yellow valve) of service machine.

CAUTION — Allow further fluid movement to stop before disconnecting service machine yellow connector from displacer unit pressure valve.

PRESSURIZING

Connect black connector (knurled knob unscrewed) of service machine to displacer unit pressure valve. Close valve number 2 (black valve) on service machine and bleed valve. Operate pressure pump until air is out of connecting tube and fluid appears. Close bleed valve and screw in knurled knob. Operate service machine pressure pump until correct pressure is obtained (see fluid pressure specifications). Unscrew knurled knob, open valve number 2 (black valve) and remove service machine black connector.

FLUID PRESSURE SPECIFICATIONS

Application	Pressure (psi)
Austin America Man. Trans.	220
Austin America Auto. Trans.	220

REMOVAL & INSTALLATION

REAR DISPLACER UNITS

Removal — Raise and support vehicle on safety stands and remove wheel. Depressurize system on appropriate side of vehicle. Disconnect displacer unit hose at body connection under rubber plug in trunk. Remove displacer strut and displacer unit.

Installation — To install rear displacer unit, reverse removal procedure. Evacuate and pressurize system.

ARCH SPRING (LATER MODELS)

Removal — Raise and support vehicle on safety stands and remove wheel. Remove trunk floor. Remove nuts securing arch spring from inside trunk and remove arch spring.

Installation — To install arch spring, reverse removal procedure. Place "FRONT" mark on arch spring to front of vehicle.

RADIUS ARMS (LATER MODELS)

Removal — Raise and support vehicle on safety stands and remove wheel. Depressurize system on appropriate side of vehicle. Release parking brake, loosen adjuster and remove clevis pin from lever on brake backplate. Remove parking

Rear Suspension

1968-71 AUSTIN AMERICA (Cont.)

brake cable swivel sector from its pivot on under side of radius arm. Disconnect brake hose at sub frame. Remove radius arm shaft nut, outer support bracket and displacer strut. Remove radius arm assembly from vehicle.

Installation — To install radius arm, reverse removal procedure. Tighten nuts and bolts to specifications. Evacuate and pressurize system. Adjust parking brake.

REAR SUB FRAME

Removal — Raise and support vehicle on safety stands and remove wheels. *NOTE — Do not place stands under sub frame.* Depressurize system. Remove trunk floor and rubber plug. Disconnect displacer unit hoses. Remove exhaust pipe and muffler. Place jack under sub frame with a length of wood between sub frame and jack. Disconnect and plug brake line at front of sub frame. Remove floor plate at base of parking brake and disconnect brake cables, pull cables through floor and free of body. Remove rear seat and seat panel. Remove rubber plugs in floor pan. Remove bolts securing sub frame to brackets and bolts securing brackets to body. Lower jack and remove sub frame complete with rear suspension.

Installation — To install sub frame and suspension, reverse removal procedure. Tighten nuts and bolts to specifications. Evacuate and pressurize system.

STABILIZER BAR & AUXILIARY SPRINGS

Removal — Raise and support vehicle on safety stands and remove wheels. Depressurize system. Remove sub frame as previously outlined. With suspension fully compressed, remove set screws securing stabilizer bar and auxiliary springs to radius arms. Remove nuts securing auxiliary springs to sub frame, remove stabilizer bar and auxiliary springs.

Installation — To install stabilizer bar and auxiliary springs, reverse removal procedure. Tighten nuts and bolts to specifications. Evacuate and pressurize system.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Stabilizer Bar Bolts.....	70
Rear Axle Nut.....	60
Radius Arm.....	28-30
Sub Frame Bolts.....	15