When reassembling the unit make certain that the clips at the front of the carrier are located on the cross bar of the frame and that the carrier side plates are fully home on the suspension top pivot pins before tightening the nuts. Do not forget to re-connect the rear lamp wiring harness.

115. Removal of Rear Suspension Unit

Place the machine on the centre stand and remove the dual seat and rear mudguard. (See Subsection 114).

Remove the top pivot pin nut, drive out the pivot pin, then hinge the suspension unit back on the lower pivot pin. After removing the lower nut, the unit may be pushed off the pivot pin welded to the fork end.

116. Servicing Rear Suspension Units

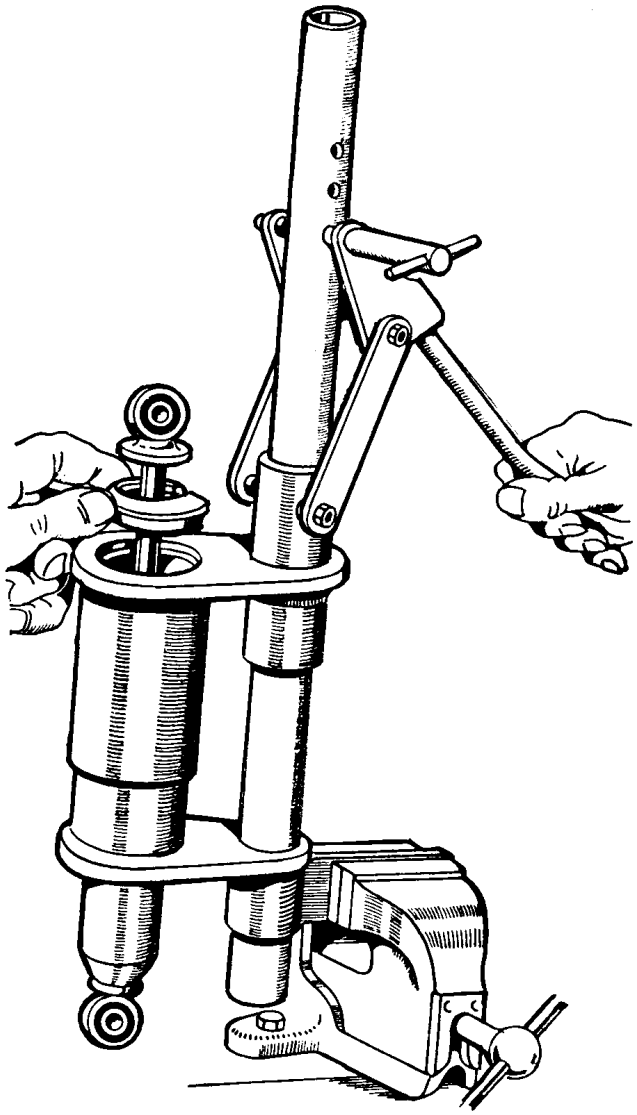
The proprietary units fitted are sealed and servicing of the internal mechanism can be carried out only by the manufacturers.

The rubber bushes in the top and bottom eyes can easily be renewed and the spring can be removed by pushing down on the top spring cover so as to release the split collar above it. After removal of the split collar the top cover and spring can be lifted off. When reassembling, the spring should be greased to prevent rust and squeaking if it should come into contact with either of the covers (when fitted).

The Girling dampers have only one spring but the pre-load can be varied by turning the bottom spring cup by means of a "C" spanner thus raising the rear of the machine and preventing bottoming on the bump stop under heavy loads. The lowest position is suitable for normal solo work, the middle position is for use with a pillion passenger and the top position is suitable for sidecar work. The part number for the spring for these dampers is 64539963, colour code red/orange, rating 132 lb./in.

When replacing a spring the use of a compressor, as shown in Fig. 00, is a great convenience. If one is not available, reduce the spring load as much as possible by setting the dampers to their lowest setting.

When the spring is removed it should be possible to push the plunger up and down *slowly* throughout the length of its stroke but it should resist *sudden* movements, particularly in the direction of the rebound. If it does not, or if there are signs of leakage of the hydraulic fluid, the complete damper unit should be exchanged for a service replacement. When making this test always hold the damper approximately upright so that the hydraulic fluid is at the lower end.



REAR SPRING COMPRESSOR
Fig. 40

117. Removal of Swinging Arm Chain Stays

First remove one of the pivot pin nuts and pull the pivot pin out from the other end. The swinging arm can now be withdrawn from between the pivot plates.

If it is necessary to replace or remove the rubber bushes a press capable of exerting a load of 10/12 tons will be necessary. Support one end of the pivot tube on a piece of tube with a bore just large enough to accept the outside diameter of the outer metal sleeve of the rubber bush ($1\frac{1}{16}$ in.). Press one bush into the pivot tube, thus pushing out the other bush and the distance piece between them.