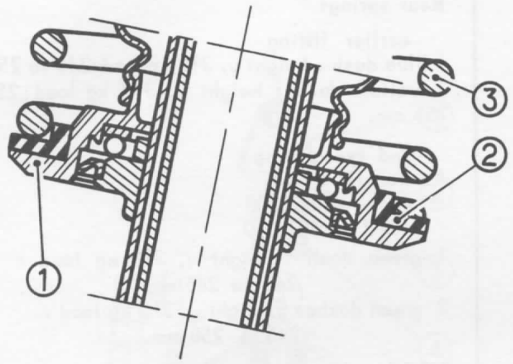
9 - SUSPENSION

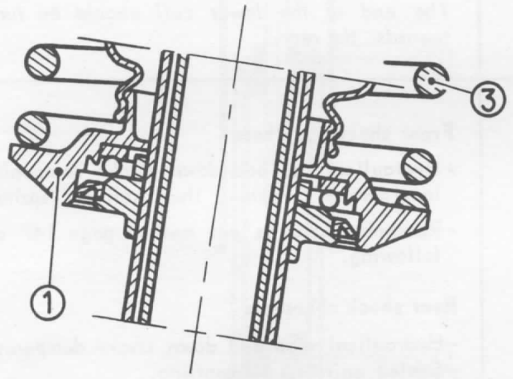


TECHNICAL DESCRIPTION

FRONT SUSPENSION

Front springs backing - 1st type fitting

1 - Spring lower backing cup.
2 - Spring lower backing rubber.
3 - Front road spring.

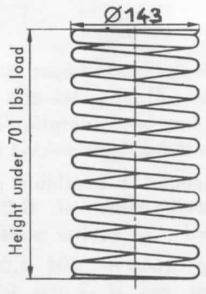


Front spring backing - Later type fitting

As per following serial N° :

404 : 4.022.808
404 J : 4.501.030

NOTE - The cup **1** *of later type fitting may be installed instead of the earlier type one, provided the modification is done on both sides and the rubbers are taken away.*



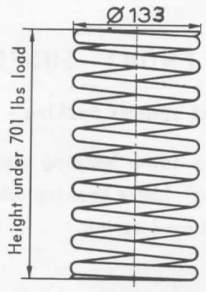
Front springs

The front springs of **1** and **2** type fitting are identical.

1 red dash : height u. 318 kg load (701 lbs) **182 to 187 mm**

1 white dash : height u. 318 kg load (701 lbs) **187 to 192 mm.**

NOTE - Always install two springs with same reference dash.



REAR SUSPENSION

Rear springs

earlier fitting

1 blue dash : height u. 318 kg load : 245 to 250 mm
1 yellow dash : height u. 318 kg load : 250 to 255 mm.

2nd type fitting

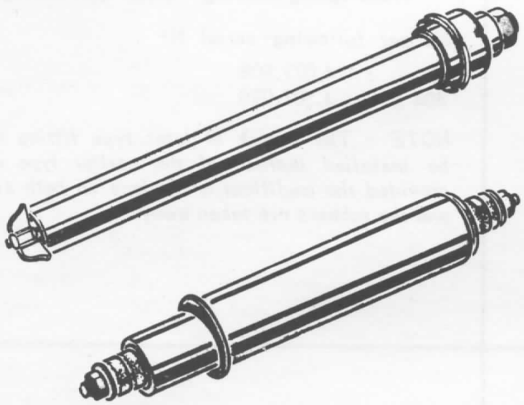
As from N° :
404 : 4.022.808
404 J : 4.501.030

1 green dash : height u. 318 kg load : **240 to 245 mm**
2 green dashes : height u. 318 kg load : **245 to 250 mm.**

NOTE : Always install two springs with same reference.
The spring with blue reference may be replaced by a spring with 2 green dashes.

Front springs positioning

The end of the lower coil should be turned towards the rear.



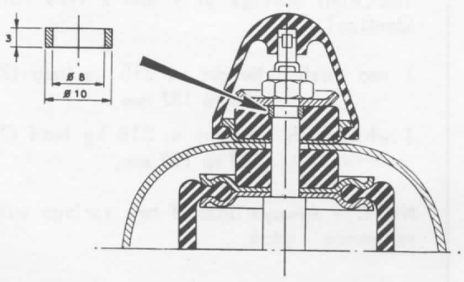
Front shock absorbers

- Hydraulical, up and down stroke dampening. Incorporated inside the helical springs.
- Removable parts as per method page 147 and following.

Rear shock absorbers

- Hydraulical - up and down stroke dampening.
- Sealed unit - no dismantling.

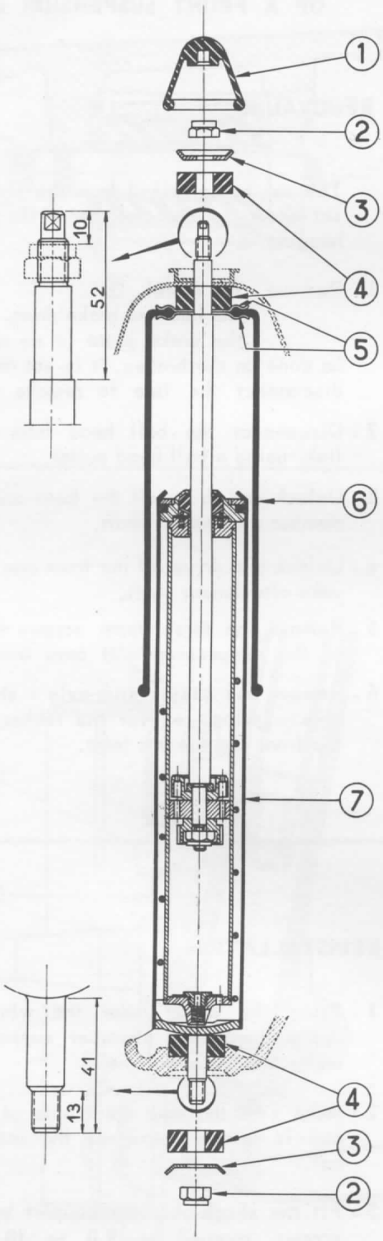
NOTE : Each time shock absorbers are being removed the Nylstop nuts should be replaced.



Rear shock absorbers upper attachment

1 - As from following N° 404 4.050.013 a 3 mm spacer has been installed in series, in order to eliminate the knocking noises.
- This spacer is available at the spare parts Management under ref. **G.09.001** and can be installed on earlier models.

2 - Starting from n° 404 4.067.885 the shock absorber rod is 3 mm longer, in order to avoid fitting said spacer.



REPAIR METHOD

REMOVAL OF A REAR SHOCK ABSORBER

a - On rear floor

1 - Remove the cap **1.**
2 - Unscrew the Nylstop nut **2,** holding the rod through the flat portion at end, using a 5 mm a/c flat spanner.
3 - Remove the cup **3** and rubber thrust **4.**

b - On rear axle tube

4 - Unscrew Nylstop nut **2.**
5 - Remove the cup **3** and rubber thrust **4.**
6 - Press the shock absorber and take it off.

REINSTALLATION

Place on top and bottom ends of the rods a thrust **4.**

a - On rear floor

1 - Hold the shock absorber in its position.
2 - Install the thrust **4** and nut **3.**
3 - Screw **new** Nylstop nut **2.**
4 - Torque nut to **12.6 to 18 ft/lbs,** holding the rod by the flat section.

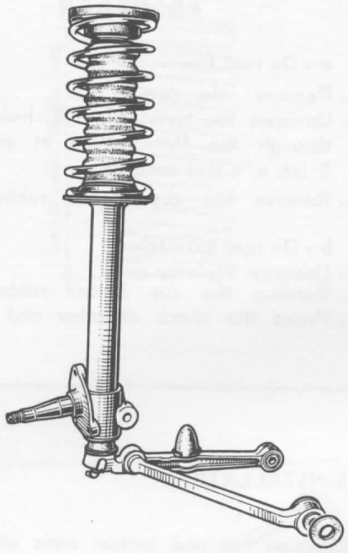
b - On rear axle tube

1 - Extend the shock absorber, so that the thrust comes and reaches the support.
2 - Install the thrust n° **4** and cup n° **3.**
3 - Screw in the **new** Nylstop nut **2.**
4 - Torque the nut to **12.6 to 18 ft/lbs.**

c - Check

At the upper attachment, the rod should protrude by **9.5 to 10 mm.**

Install the cap **1.**



REMOVAL AND REINSTALLATION OF A FRONT SUSPENSION UNIT

REMOVAL

The car being raised from the front end and set under the crossmember, with the wheels hanging.

1 - Remove - the wheel
- the hub and brake drum.
- the brake plate (if no repair is to be done on the brakes, it is not necessary to disconnect the line to remove the plate).

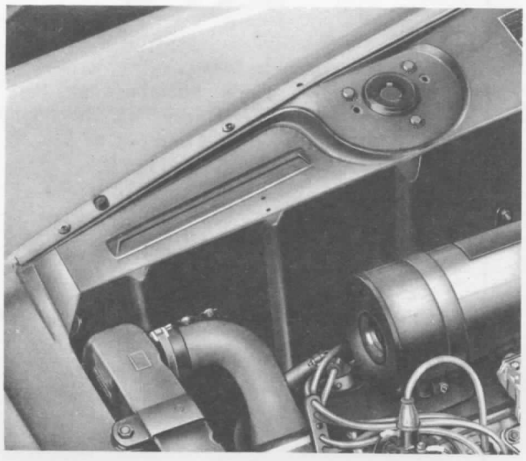
2 - Disconnect the ball head from connecting link, using a ball head puller.

3 - Unlock and drive off the front arm to cross-member attachment shaft.

4 - Unlock and drive off the front arm to siderail yoke attachment shaft.

5 - Remove the three upper screws for fixation of the suspension unit onto wing valance.

6 - Remove the assy : stub-axle - shock absorbers - spring; recover the rubber washer of the front arm elastic joint.



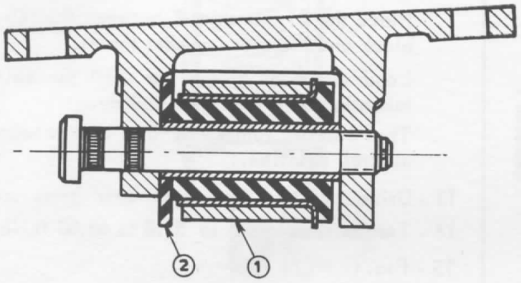
REINSTALLATION

1 - Bring the assy under the wing valance, apply the shock absorber support and set under the lower ball-head.

2 - Make sure that the drain hole of the safety cup is oriented towards the inside of the car.

3 - Fit the shock-absorber support by the three screws torqued to **9.0 to 10.8 ft/lbs.**

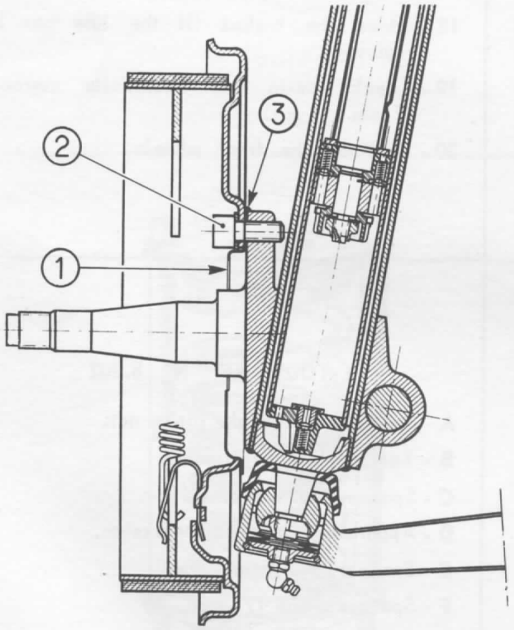
Obturate the central hole on valance by means of the special plug.



4 - Fit in position :

in the crossmember : the wishbone rear arm.
in the siderail yoke : the front arm **1**, placing the rubber washer **2** between the elastic joint and the front part of the yoke.

5 - Drive in the axles, head forward, up to the notched part.



6 - Install the brake plate, taking care to install the grease thrower cup **1** between plate and stubaxle.

Check the protruding part of the upper fixation screw **2** which should not come in contact with the shock-absorber body.
Lock screws to **39,8 to 47 ft/lbs.**
Use a punch to safety from the outside.

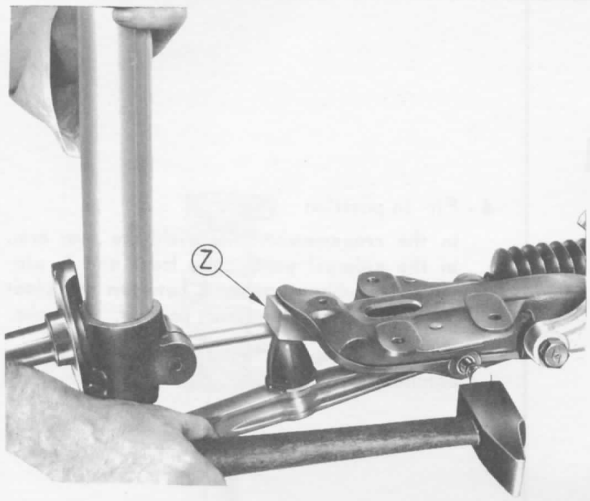
7 - Place a bead of Festinol **3** on the outside at the junction of the plate and stub axle body.

8 - Install the hub and brake drum, torque the stub axle nut to **21.7 ft/lbs** untighten and torque again, definitively, to **6.2 ft/lbs.** Lock carefully.

9 - Install the hub plug smeared with "ESSO MULTIPURPOSE GREASE H".

10 - Install the wheel after checking it for buckle.

11 - Torque the nuts to **43 ft/lbs.**



12 - Let the car down on its wheels.

Place the 21 mm shim **Z** between the rebound block and the crossmember thrust.

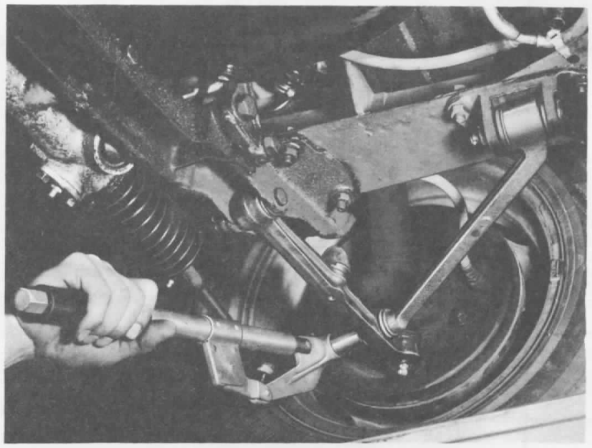
Load the front of the car until the shim is taken between the block and thrust.

The elastic joints, at this moment are in **neutral position.**

13 - Drive in the front and rear arms axles.

14 - Torque the nuts to **57.8 to 65.00 ft/lbs.**

15 - Pin.



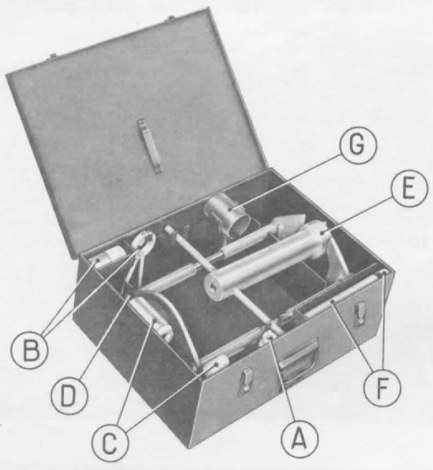
16 - Torque the front arm to rear arm fixation nut to **21.7 to 28.9 ft/lbs.**

17 - Connect the connecting link and swivel arm and torque nut to **36.1 to 39.7 ft/lbs.**

18 - Bleed the brakes (if the line has been removed).

19 - Check toe-in and eventually correct it (2 mm ± 1 mm)

20 - Balance the front wheels.



TOOL KIT N° 8.902

A - Spanner, ball-head fixation nut.

B - Tool, circlet installation.

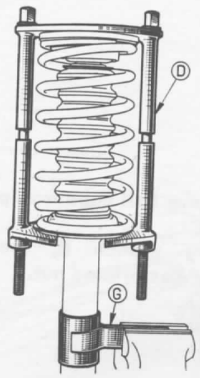
C - Spanner, combined, rod nut.

D - Apparatus, springs compression.

E - Spanner, closing nut.

F - Spacers one 175 mm
one 15 mm

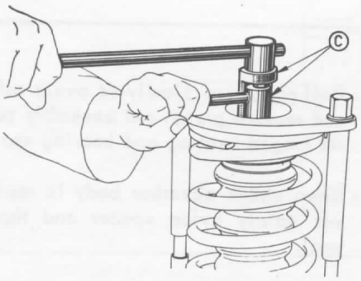
G - Support.



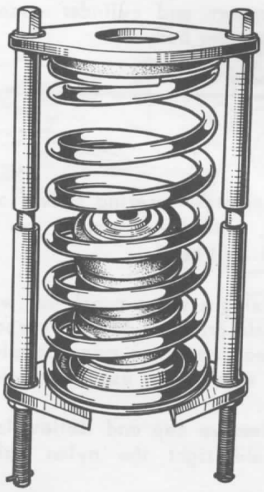
DISMANTLING OF A FRONT SUSPENSION UNIT

1 - Mount assembly on support bracket **G** held in a vice.

2 - Using Tool **D**, compress spring slightly.

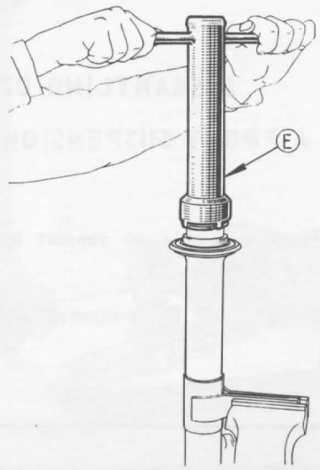


3 - Unlock and remove rod attachment nylstop nut, using combination wrench **C**.



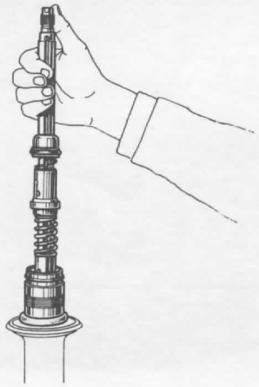
4 - Remove tool **D** together with the following parts held between the tool plates :

- safety cup
- shock absorber upper support
- roadspring
- spring lower backing cup with ist rubber protector
- shock absorber upper protective cup.



5 - Remove ball cage from pivot bearing.

6 - Using wrench **E,** remove shock absorber body castellated nut.

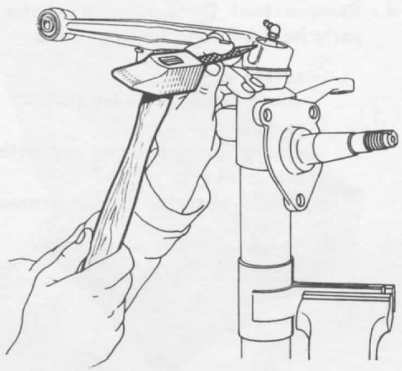


7 - Pull piston rod slowly to avoid oil splashing. and remove piston rod assembly together with its ringed bearing and bearing spacer.

8 - When shock absorber body is replaced, recover safety nylon spacer and thrust bearing seal.

9 - Remove steering swivel from support bracket **G** and place cylinder and shock absorber body upside down to complete draining.

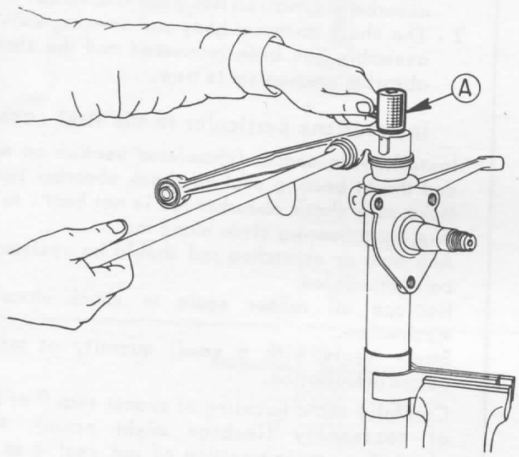
10 - When draining is completed, remove valve support and cylinder assembly from shock absorber body.



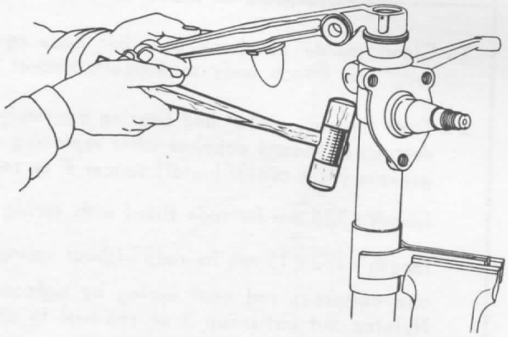
11 - Reinstall steering swivel on support bracket **G,** with lower arm on top to permit removal of ball head.

12 - Using a sharp punch and working through the hole provided for that purpose, drive out ball head cap snap ring. Complete operation with a screwdriver used as a lever.

13 - Remove cap and Belleville washers used to hold tight the nylon half bearing shells.



14 - Remove ball head attachment nut using notched wrench **A.**

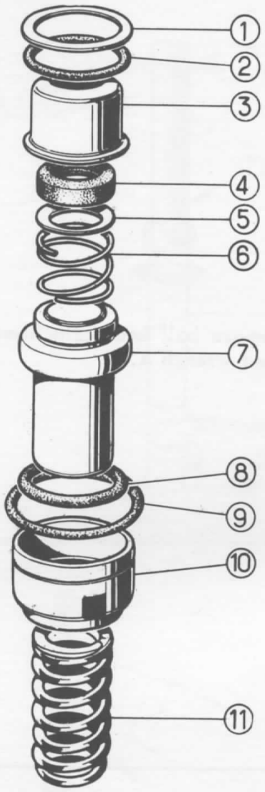


15 - Using a mallet, strike fork arm gently to disengage ball head from cone. Ball head remains in arm between the two half-bearing shells.

16 - Remove ball-head rubber protector.

17 - Disconnect front arm from rear arm.

Recover the following : rear backing cup
rear half cone
front half cone
front backing cup
front arm
backing washer



RE-ASSEMBLY OF A FRONT SUSPENSION UNIT

either of these two cases may occur

1 - The shock absorber body and steering swivel assembly is new and the shock absorber mechanism has been recovered.

2 - The shock absorber body and steering swivel assembly has been recovered and the shock absorber mechanism is new.

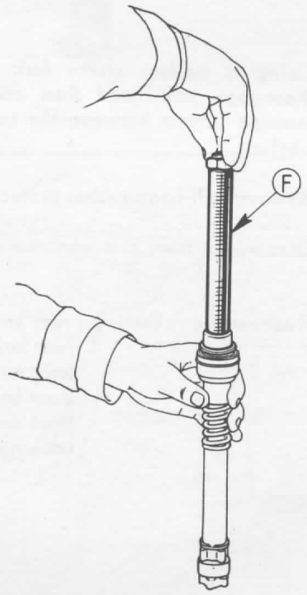
instructions particular to the first case

Install nylon spacer (chamfered section on top) and thrust bearing seal on shock absorber body.
Make sure shock absorber rod is not bent : to do this, have bearing slide along rod.
Any bent or scratched rod should be systematically discarded.
Replace all rubber seals in shock absorber mechanism.
Smear seals with a small quantity of tallow before installation.

Carefully aboid buckling of spacer seal 9 at time of reassembly (leakage might occur). Also check for proper position of rod seal 4 at reassembly. A circular bead is formed in the seal to indicate the face matching recessed washer 5
The cambered side of the washer is mounted against rod seal spring 6.
Spring 11 is fitted on shock absorber rod as from the following serial numbers :

404 - 4.018.318 404 J - 4.500.698

This spring cannot be installed on earlier type shock absorbers.



RE-ASSEMBLY INSTRUCTIONS

APPLICABLE IN BOTH CASES

1 - Clean inside of shock absorber body carefully and attach body to support bracket **G.**

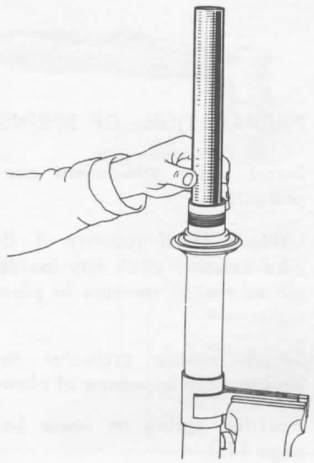
2 - Take the rod, piston and bearing assembly as delivered (second case) or after replacing all gaskets (first case). Install spacer **F** on rod :

length : 175 mm for rods fitted with spring **11**

length : 175+15 mm for rods without spring **11**

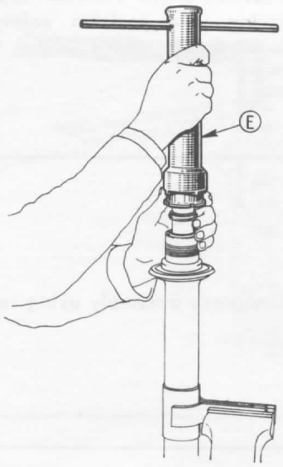
and compress rod seal spring by tightening Nylstop nut until cup 3 of rod seal is snug on bearing.

This precaution is essential to avoid distorsion of backing washer 1 when tightening castellated nut, as this would result in deterioration of upper "0" ring **2.**



3 - Carefully clean cylinder, support and valve sub-assembly and engage sub-assembly into shock absorber body.

4 - Fill shock absorber body with 350 cc. of ESSO OLEOFLUID 40 EP.

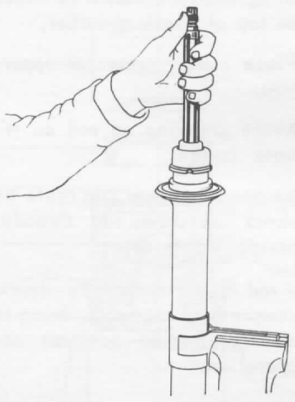


5 - Engage mechanism into cylinder and push in slowly until bearing spacer 10 is correctly positioned on top of cylinder and shock absorber body.
It should be out of level by 3 to 3,5 mm with threaded body.

NOTE : On vehicles prior to 404 nº 4.016.997 and 404 J nº 4.500.608, out of level should not exceed 2 to 25 mm.

6 - Install castellated nut and torque to **44-50 ft/lbs** using wrench **E.**

NOTE : Castellated nut has been modified as from the above mentioned serial numbers. Earlier type nuts can be installed on all shock absorber bodies, while later type nuts can be installed on later type bodies only.



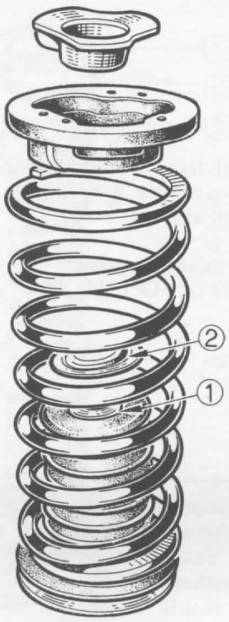
7 - Remove rod Nylstop nut and spacer **F.**

8 - Actuate shock absorber rod manually to check for proper sliding and rotation.

When check is completed, leave rod at maximum protruding position.

9 - Reinstall pivot bearing ball cage.

Lubricate with ESSO MULTIPURPOSE GREASE H.



10 - PREPARATION OF SPRING

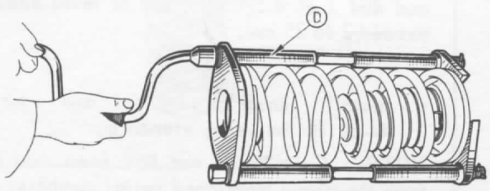
Insert upper attachment cup 1 into rubber protector.

Using a small quantity of Bostick or Dynadere cement, stick cup inside rubber protector so that it remains in place during operations.

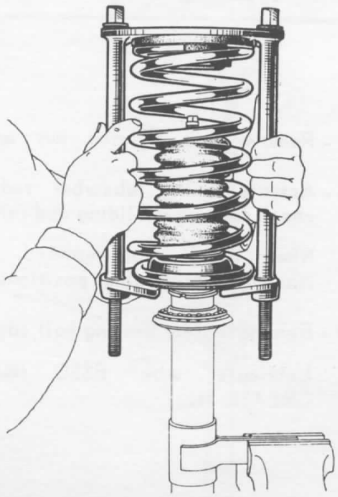
Secure rubber protector to spring lower backing cup by means of clamp.

Position spring on lower backing cup (see page 141).

Position shock absorber upper support above spring, and position safety cup which is located by means of a tab and groove.



11 - Compress assembly using tool D.



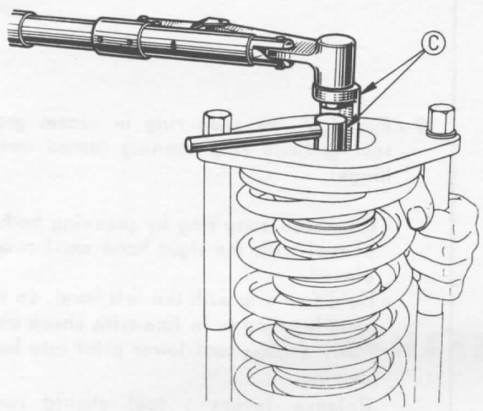
12 - Bring correctly centered assembly in position on top of shock absorber.

Place rubber protector upper cup 2 in position.

Avoid pressing on rod so it does not penetrate inside.

As soon as lower cup rests on thrust bearing, shock absorber rod threads should appear inside safety cup.

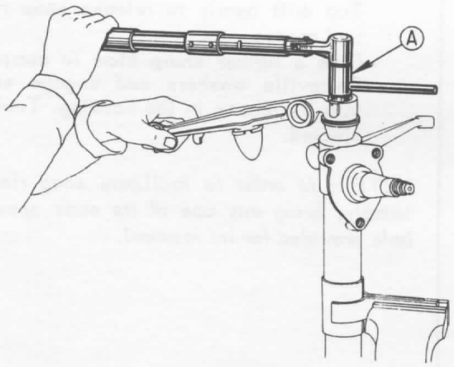
If rod is unintentionally depressed, withdraw compressed assembly, bring rod back to maximum protruding position and repeat above operation.



13 - Screw in a new Nylstop nut and torque it to **35-43 ft/lbs,** using combination wrench **C.**

NOTE : Nylstop nut should be replaced at each disassembly.

14 - Remove tool **D** and reinstall shock absorber in support **G** to permit installation of ball head.

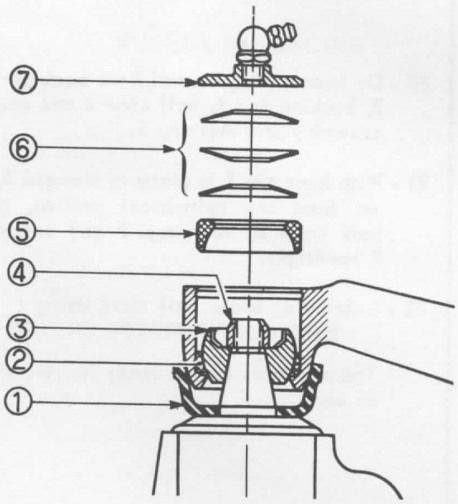


15 - Install the following on ball head cone, in the given sequence :

- Rubber protector **1**
- Rear fork arm with upper half bearing shell **2** (the narrower of the two)
- Ball head **3.**

16 - Screw in a new castellated nut **4** and torque it to **30-36 ft/lbs** using wrench **A.**

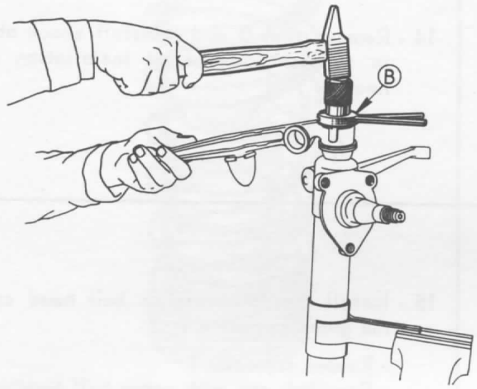
(The nut is to be replaced at each disassembly).



17 - Safety castellated nut using the two milled sections provided for that purpose.

18 - When this is done, install the following :

- Lower half bearing shell **5** (the wider of the two).
- The three Belleville washers **6,** being sure to observe correct positioning.
- Ball head cap **7.**

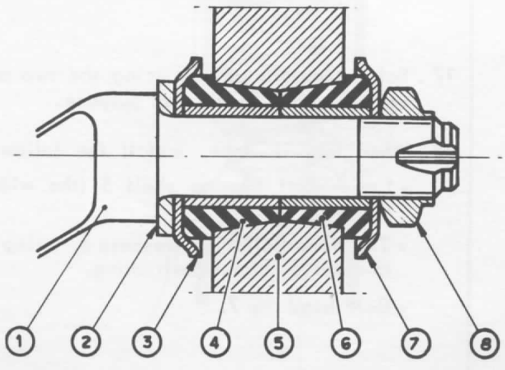


19 - Position new snap ring in centre groove of tool **B** (with ring opening turned away from hinge).

- Compress snap ring by pressing both levers of tool with the right hand until completely closed.
- Hold fork arm with the left hand, so that ball head housing is in line with shock absorber.
- Fully engage tool lower pilot into ball head housing.

  Release levers ; tool should remain in position under snap ring pressure.
- Bring drift to rest on snap ring within tool, while fork arm remains held by the left hand. Tap drift gently to release snap ring from tool groove.
- Give a further sharp blow to compress the Belleville washers and engage snap ring into its recess in the housing. Tool is then ejected.

NOTE : In order to facilitate snap ring disassembly, bring any one of its ends opposite the hole provided for its removal.



20 - On front arm **2**, install front backing washer **2**, backing cup **3**, half cone **4** and engage the assembly into rear arm **5**.

21 - With front arm **1** in place in rear arm **5**, install, on front arm cylindrical section, the other half cone **6**, rear cup **7** and screw in nut **8** handtight.

22 - Lubricate lower ball head using :
ESSO MULTIPURPOSE GREASE H

The assembly is now ready for re-installation on car.

9 - SUSPENSION

IDENTIFICATION OF FRONT SPRINGS - All types of 404s

	MODEL	Deflection under a 100 kg load (mm)	O.D. at base (mm)	Free height (mm)	Height under a 318 kg load (mm)	Ref. marks	P/N
CONVENTIONAL SUSPENSION	L.H.D. saloon cars	44	143	316 - 327	182 - 187	1 yellow & 1 blue or 1 red	5001.41
				327 - 338	187 - 192	1 white & 1 red or 1 white	5001.42
	- R.H.D. saloon cars - All types of utility cars - All types of "Africa" family cars	34	143.25	281.5-292.5	179.5-184.5	1 yellow & 1 green	5001.43
				292.5-303.5	184.5-189.5	1 blue & 1 green	5001.44
	Utility cars, from serial numbers: **404 U6** - 4.738.855 **404 U6D** - 4.908.382	34	143.25	300	187 - 192	2 blue	5001.55
					192 - 197	2 yellow	5001.56
HIGH FLEXIBILITY SUSPENSION	Up to serial numbers : **404** (LHD-RHD) 4.442.214 (except Super-Luxe) **404 J** (LHD-RHD) 4.528.596 **404 KF** (LHD) 4.559.382 **404 C** (LHD) 4.497.226 **404 C.KF** (LHD) 4.592.428 **404 L** (RHD) 4.842.516 **404 LD** (LHD-RHD) 4.976.397 (except "Africa" family cars)	80	162.5	442.5-457.5	198 - 203	2 white	5001.45
				457.5-472.5	203 - 208	2 red	5001.46
	Up to serial numbers : **404 Super Luxe** - 4.440.829 **404 L** (L.H.D.) - 4.843.901 (except "Africa")	100	162	496.5-511.5	188.5-193.5	2 blue	5001.47
				511.5-526.5	193.5-198.4	2 yellow	5001.47
	As from serial numbers : **404 D** - 4.600.001 } Beginning **404 DA** - 3.060.001 } of series **404 LD** - 4.976.398	65	162.5	411.5-426.5	215 - 220	1 blue	5001.49
				426.5-441.5	220 - 225	1 yellow	5001.50
	As from serial numbers : **404** (LHD-RHD) 4.442.215 **404 Super Luxe** 4.440.830 **404 J** (LHD-RHD) 4.528.597 **404 KF** (LHD) 4.559.383 **404 C** (LHD) 4.497.227 **404 C.KF** (LHD) 4.592.429 **404 L** (LHD-RHD) 4.843.902 (except "Africa")	85	162.35	459.25-474.25	199 - 204	1 white & 1 yellow	5001.51
				474.25-489.25	204 - 209	1 white & 1 blue	5001-52

IDENTIFICATION OF REAR SPRINGS - All types of 404s

MODEL	Déflection under a 100 kg load (mm)	O.D. at (mm)	Free height (mm)	Height under load (mm)		Ref. marks	P/N
- Saloon cars w/ carburettor engine (L.H.D.) Up to serial numbers : **404** - 4.022.807 **404 J** - 4.501.029	52	133	400-415	245-250	Under a 318 kg load	1 blue	5101.66
			415-430	250-255		1 yellow	5101.67
- Saloon cars w/ carburettor engine (L.H.D.) **404** - 4.022.808 **404 J** - 4.501.030 - Saloon cars w/ petrol injection - Saloon cars w/ Diesel engine	52	133	395-410	240-245		1 green	5101.68
			410-425	245-250		2 green	5101.66
- All tapes of R.H.D. saloon cars	46	133	391.5-402.5	251-256		1 blue & 1 red	5101.70
			402.5-413.5	256-261		1 yellow & 1 red	5101.70
- All types of cabriolets - All types of coupés	52	133	389-400	230-235		1 blue	5101.72
			400-411	235-240		1 yellow	5101.71
- All types of L.H.D. family cars 'except "Africa")	92	120.7	416.5-431.5	214.5-219.5	Under a 230 kg load	1 red & 1 white	5101.73
			431.5-446.5	219,5-224.5		1 blue & 1 yellow	5101.74
- All types of utility cars - All types of R.H.D. family cars - "Africa" family cars	75	121.25	398.5-413.5	236-241		1 red	5101.75
			413.5-428.5	241-246		1 white	5101.76

NOTES :

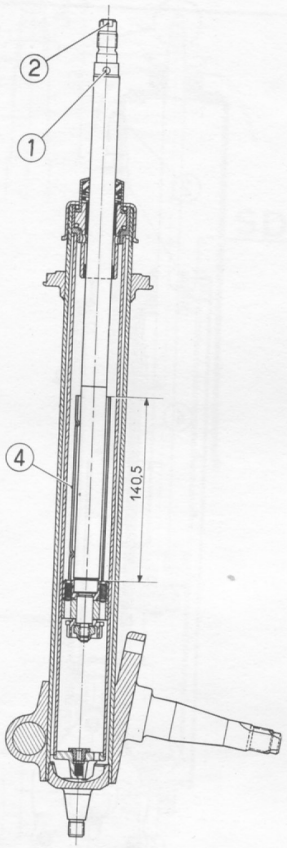
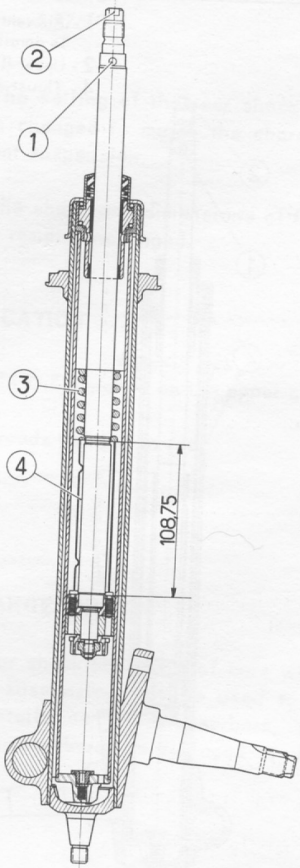
1 - Springs marked with 1 blue line and spring marked with 2 green lines have the same deflection under load and are therefore interchangeable ; both springs are supplied under the same P/N 5101.66 (See Service Bulletin No. 193 dated January, 1961).

2 - Springs, P/N 5101.67 and P/N 5101.71 are both marked with one yellow line but are not interchangeable.

Similarly, springs, P/N 5106.66, used for earlier model 404 saloon cars, and springs, P/N 5101.72, used for cabriolets and coupés, are both marked with one blue line, but are not interchangeable.

FRONT SHOCK ABSORBERS - CONVENTIONAL SUSPENSION

Saloon cars with conventional suspension

Up to serial numbers :	From serial numbers :
404 - 4.016.996 **404 J** - 4.500.607	**404** - 4.016.997 to 4.234.333 **404 J** - 4.500.608 to 4.506.712
	**1** - Air vent hole in protecting cap **2** - Upper flat **3** - Thrust spring **4** - Spacer 
Special tools : Tool chest 8.0902 Y Spacer : L = 175 + 15 mm Wrench : 8.0902 CZ or 8.0902 C_1Z Sealing cap wrench : 8.0902 E	**Special tools** : 8.0902 Y 8.0902 F spacer (L = 175 mm) Wrench : 8.0902 CZ or 8.0902 $C_1$6 Sealing cap wrench : 8.0902 E

FRONT SHOCK ABSORBERS - All types of 404s

From serial numbers :

* 404	- 4.260.001 to 5.047.268
* 404 J	- 4.525.001 to 4.529.915
* 404 KF	- 4.550.052 to 4.570.595
* 404 D	- 4.600.001 to 4.605.479
* 404 C	- 4.490.001 to 4.497.653
* 404 C.KF	- 4.590.001 to 4.594.063
* 404 L	- 4.825.001 to 4.851.758
* 404 LD	- 4.975.001 to 4.979.999
404 U6	- 4.700.001 to 4.737.899
404 U6D	- 4.900.001 to 4.908.257
404 U6A	- up to serial number 1.923.363

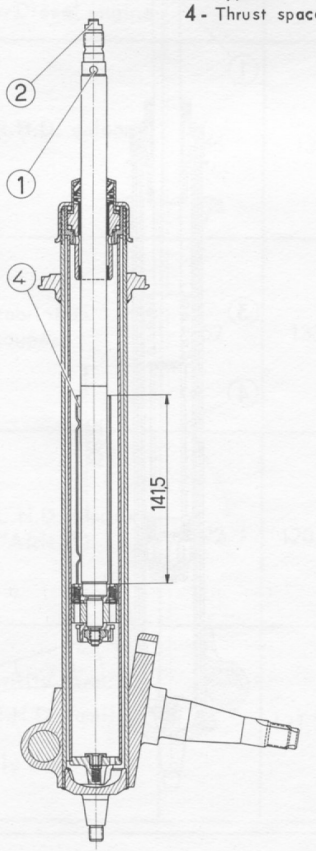
* High-flexibility suspension

As from serial numbers :

404	- 5.047.269
404 J	- 4.529.916
404 KF	- 4.570.596
404 D	- 4.605.480
404 C	- 4.497.654
404 C.KF	- 4.594.064
404 L	- 4.851.759
404 LD	- 4.980.001
404 U6	- 4.737.900
404 U6D	- 4.908.258
404 U6A	- 1.923.364

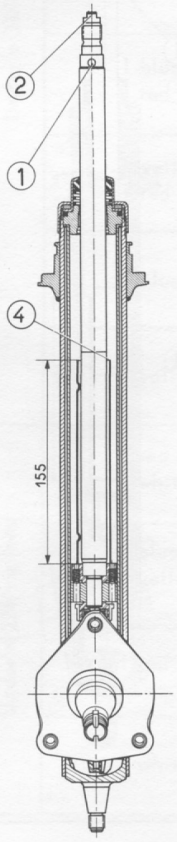
Detail of steering swivels : see class 6, pages 63 & 64.

1 - Air vent hole in protection cap is parallel to rod flat
2 - Upper flat
4 - Thrust spacer



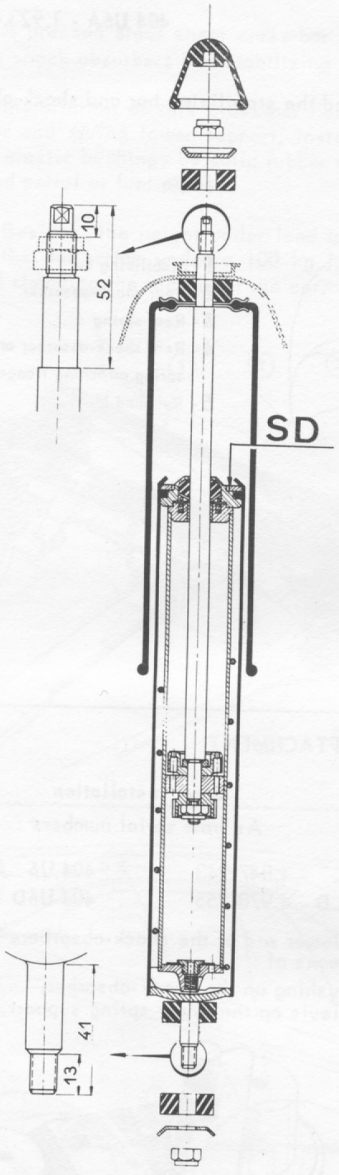
Special tools : Tool chest 8.0902 Y
Spacer : 8.0902 F (L = 175 mm)
Wrench : 8.0902 CZ or 8.0902 C_1Z
Wrench : 8.0902 E (for shock absorber body cap nut)

Fixed upper rod bearing
Needle thrust bearing



Special tools : Tool chest 8.0902 Y
Spacer : 8.0902 FZ (25mm) + 8.0902 F (175 mm)
Wrench : 8.0902 C_1Z
Spacer wrench : 8.0902 EZ } For shock-absorber
Wrench : 8.0902 E } body cap nut

REAR SHOCK-ABSORBERS
Saloon cars, Cabriolets and Coupés with high flexibility suspension



As from serial numbers :

404	- 4.260.001	Beginning of series
404 J	- 4.525.001	
404 D	- 4.600.001	
404 KF	- 4.550.052	
404 C	- 4.495.001	
404 C.KF	- 4.590.001	
404 L	- 4.825.001	
404 LD	- 4.975.001	

The setting of the rear shock-absorbers has been changed to match the characteristics of the front suspension.

The shape and dimensions of the shock-absorbers remain unchanged.

IDENTIFICATION

- Letters "S.D." punched on the upper cap.

- Upper threads painted in red.

INTERCHANGEABILITY

Rear shock-abosrbers of cars with high-flexibility suspension may be used to replace earlier installation shock-absorbers, provided both shock-absorbers are replaced at the same time.

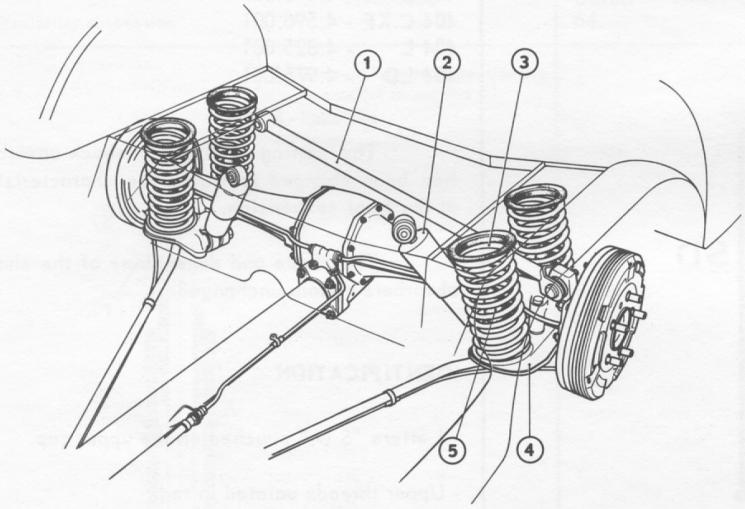
404 ASSOCIATED VEHICLES - All types

Earlier installation

Up to serial numbers :

404 L - 4.852.163
404 LD - 4.980.058
404 U6 - 4.738.854
404 U6D - 4.908.381
404 U6A - 1.923.439

Spring seating cups are mounted directly on the car body, and the stabilizing bar and shock-absorbers are attached directly to the body.



1 - Stabilizing bar
2 - Rear shock-absorber
3 - Rear spring
4 - Rear shock-absorber and spring attaching flange
5 - Rebound block

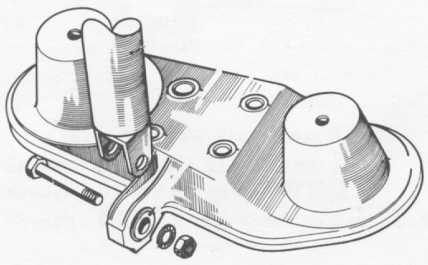
SHOCK-ABSORBER LOWER END ATTACHMENT

Earlier installation

Up to serial numbers :

404 L - 4.847.242
404 LD - 4.978.354
404 U6 - 4.733.115
404 U6D - 4.906.966

The lower end of the shock-absorbers is secured by means of :
- A clevis on the shock-absorber,
- An eye fitting on the lower spring support.

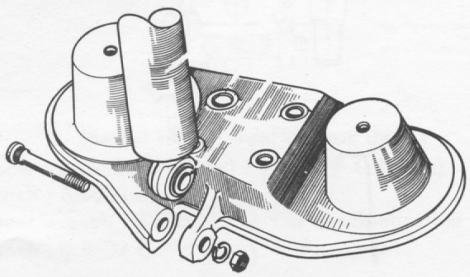


Later installation

As from serial numbers :

404 L - 4.847.243
404 LD - 4.978.355
404 U6 - 4.733.116
404 U6D - 4.906.967

The lower end of the shock-absorbers is secured by means of :
- A bushing on the shock-absorber,
- A clevis on the lower spring support.



404 ASSOCIATED VEHICLES - All types

Later installation

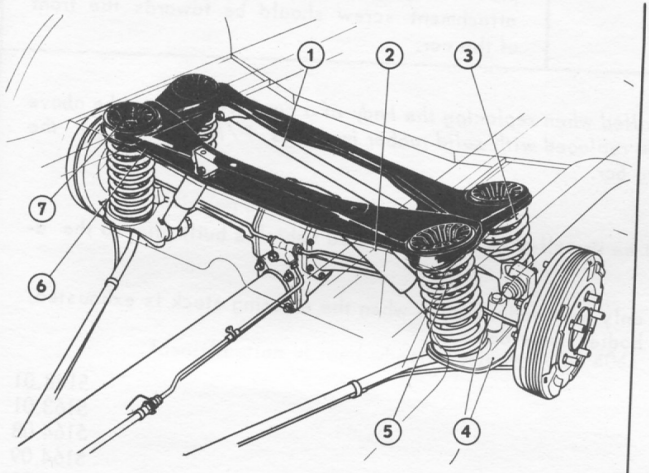
As from the following serial numbers :

404 L - 4.852.164
404 LD - 4.980.059
404 U6 - 4.738.855
404 U6D - 4.908.382
404 Break - 4.855.001
404 U6A - 1.923.440

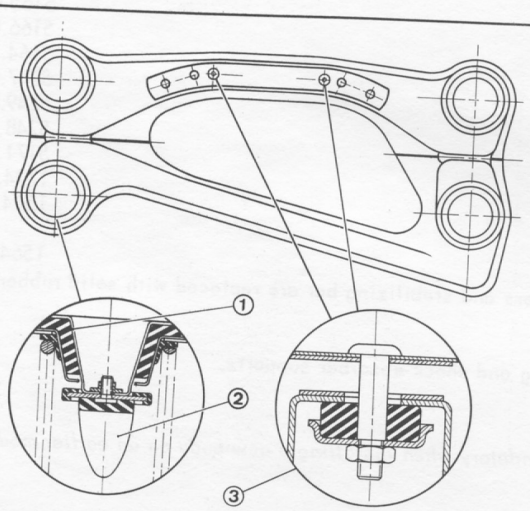
A pressed steel sheet cross-bar has been installed between the rear springs and the floor of the car ; the rear shock-absorbers and stabilizing bar are attached to this cross-bar.

Installation of this cross-bar necessitated the following changes : introduction of a new rear shock-absorber and spring lower support, installation of a 4-mm shorter stabilizing bar, replacement of the honeycombed elastic bushings by solid rubber elastic bushings, as well as modification of the rear floor, rear exhaust pipe, and petrol or fuel pipes.

Besides, the height under load of the front springs for the utility cars has been increased by 7.5 mm, though the deflection under a 100 kg load of these springs remains unchanged (34 mm) ; this is intended to avoid changing the incline of the car.



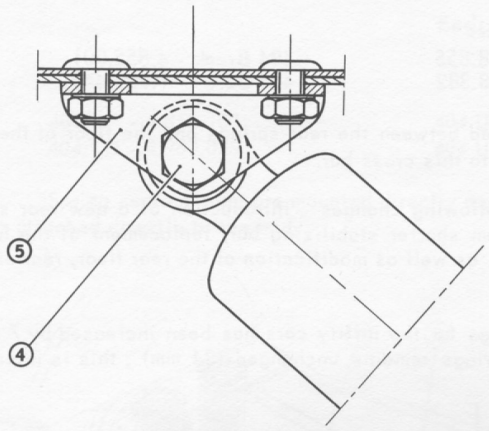
1 - Stabilizing bar
2 - Rear shock-absorber
3 - Rear spring
4 - Rear spring and shock-absorber support
5 - Rebound block
6 - Rear suspension cross-bar
7 - Rear cross-bar rubber rest



Rear suspension cross-bar attachment

The rear suspension cross-bar is positioned with respect to the floor by means of locating cups 1 and then secured at each end by rebound blocks 2, and at the centre by travel limiting cups 3.

404 ASSOCIATED VEHICLES - LATER INSTALLATION PARTICULARS



Upper attachment of rear shock-absorbers

REMOVAL

- Remove shock-absorber lower attachment screw ;
- Loosen upper attachment screw 4 and turn the shock-absorber until it lies perpendicular to the cross-bar ;
- Remove shock-absorber upper yoke 5, then remove the attachment screw.

INSTALLATION

Installation is the reverse of the removal procedure ; the nut of the shock-absorber upper attachment screw should be towards the front of the car.

NOTE

If a rear suspension cross-bar is installed when replacing the body of a car built prior to the above modification, honeycombed rubber bushings should be replaced with solid rubber bushings, P/N 5248.04 for the shock-absorbers, and P/N 5171.02 for the stabilizing bar.

INTERCHANGEABILITY

The rear suspension cross-bar cannot be installed on 404 associated vehicles built prior to the above-mentioned serial numbers.

Spare Parts Departments will supply only new model bodies when the existing stock is exhausted, and these may be installed to replace earlier model bodies, provided :

1) All parts listed below are installed :

- 1 Cross-bar, rear suspension	5148.01
- 4 Rests, rear suspension cross-bar	5163.01
- 4 Retainers, rear suspension cross-bar	5164.08
- 2 Rings, rear suspension cross-bar cup	5164.09
- 2 Cups, rear suspension cross-bar	5165.08
- 4 Blocks, rebound, rear	5166.07
- 4 Buffers, rear spring & shock-absorber support	5164.10
- 2 Yokes, shock-absorber upper attachment	5267.02
- 2 Screws, shock-absorber upper attachment	5249.08
- 4 Elastic bushings, rear shock-absorber	5248.04
- 2 Elastic bushings, stabilizing rod	5171.02
- 1 Rear exhaust system assembly	1724.22
- 1 Petrol tank-to-petrol pipe hose coupling	1564.33
or	
- 2 Fuel pipe-to-tank hose couplings	1564.34

2) Honeycombed rubber bushings for the rear shock-absorbers and stabilizing bar are replaced with solid rubber bushings.
3) Petrol or fuel pipes are re-routed.
4) Buffers, P/N 5164.10 are screwed on the old rear spring and shock-absorber supports.

NOTE :

Replacement of the front springs is not mandatory when installing a new body on an earlier model 404 utility car.