(14) and (15) until they touch the step bearings (20) and (21) (see Figs. 61 — 1/5, 61 — 1/6, and 61 — 1/8). The deviation in height from the specified value can be read off at the scale (22) on the shaft of the checking device (Fig. 61 — 1/5).
The permissible tolerances are shown in Fig. 61 — 1/12.

5. The lateral deviation from the specified values can be determined by turning the checking devices (4) and (5). If the checking device can be turned 360°, i. e. a full turn, there is no deviation. If there is any deviation, turn the checking device in such a way that the differences can be measured as the distance between the measuring finger (23) of the checking device and the step bearing (21) or (20) which is welded to the chassis base panel (Fig. 61 — 1/6). The permissible tolerances are shown in Fig. 61 — 1/12.

6. If the deviations from the specified values are outside the permissible limits, the step bearing (20) or (21) must be sawn off and rewelded (see Section C).

C. Welding Front Axle Step Bearing or Torque Arm Step Bearing to the Chassis Base Panel

1. Saw off the damaged or displaced step bearing and grind the cut surface.

   In the case of the torque arm step bearings, it is not necessary to cut off the whole step bearing. If cracks are found on the base of the step bearing or if the thread of the welded-in flat-headed screw is damaged, it is sufficient to saw off the lower section of the cup (Fig. 61 — 1/9).

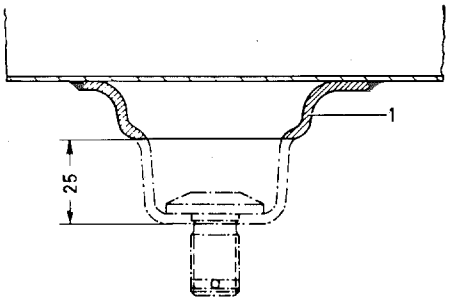

Fig. 61 — 1/9

1 Remains of the old step bearing

Then electrically weld on a new lower section (Part No. 120 350 06 33) (Fig. 61—1/10).

Please note that the front step bearing for the front axle support is not welded directly

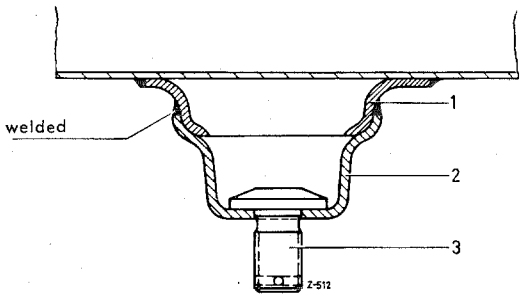

Fig. 61 — 1/10

1 Remains of the old step bearing
2 New lower section of step bearing
3 Flat-headed screw

to the cross tube of the chassis base panel, but to an intermediate spacer cup (Fig. 61 — 1/11).

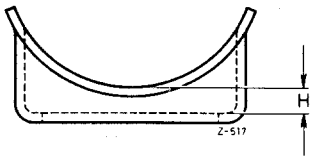

Fig. 61 — 1/11

To compensate for differences in height, the spacer cup is available in nine different heights from H = 1.5 mm to H = 9.5 mm, in steps of 1 mm. The spacer cups can be ordered under Part Nos. 10 120 616 01 26 to 09 26.

Similarly, the lateral step bearings are not welded directly to the forked members of the chassis base panel, but to intermediate spacer cups.
At the works, the spacer cups are used to correct any differences in height that may occur by welding them to the forked members at a lower or higher point.

When repairs are being made, it is not advisable to cut the spacer cups from the forked members, since there is a danger that the forked members may be damaged in the process. If there are small deviations in height, it is preferable to weld a suitable intermediate plate between the spacer cup and the step bearing or to effect compensation at the support of the rear spring at the chassis base panel.

In the case of large deviations resulting from an accident, the wheel arch assembly has to be removed and the forked members straightened.

2. If the step bearings for the front axle support have to be welded on, insert the three front holding cradles (3) in the three holders (15) (see Fig. 61 — 1/1). If the step bearings for the torque arms have to be welded on, insert the rear holding cradles (2) in the holders (14) (see Fig. 61 — 1/5)

3. Lift the car body by means of a lifting rig or support it over a pit in such a way that the chassis base panel gage can be installed.

4. Fit the chassis base panel gage from below to the chassis base panel and fix it to the front end of the propeller shaft housing by means of the latches (18) (see Figs. 61 — 1/3 and 61 — 1/7), and to the rear end of the propeller shaft housing by means of the latch (19) (see Figs. 61 — 1/1 and 61 — 1/8).

   Tighten the crank handles (16). Take care not to tighten the crank handle (17) too much (see Figs. 61 — 1/7 and 61 — 1/8).

5. Put the step bearing (20) or (21) which is to be welded on (see Fig. 61 — 1/7) in the appropriate holding cradles (2) or (3) (see Fig. 61 — 1/1).

6. Move the holding cradles upward until the "0" mark on the scale (22) of the shaft is aligned with the lower edge of the holder (14) or (15) (see Figs. 61 — 1/5 and 61 — 1/6).

   Lock the holding cradles in this position by means of the locking screw (24).

7. Attach and weld the step bearings electrically with sheathed electrodes of 3 mm dia.

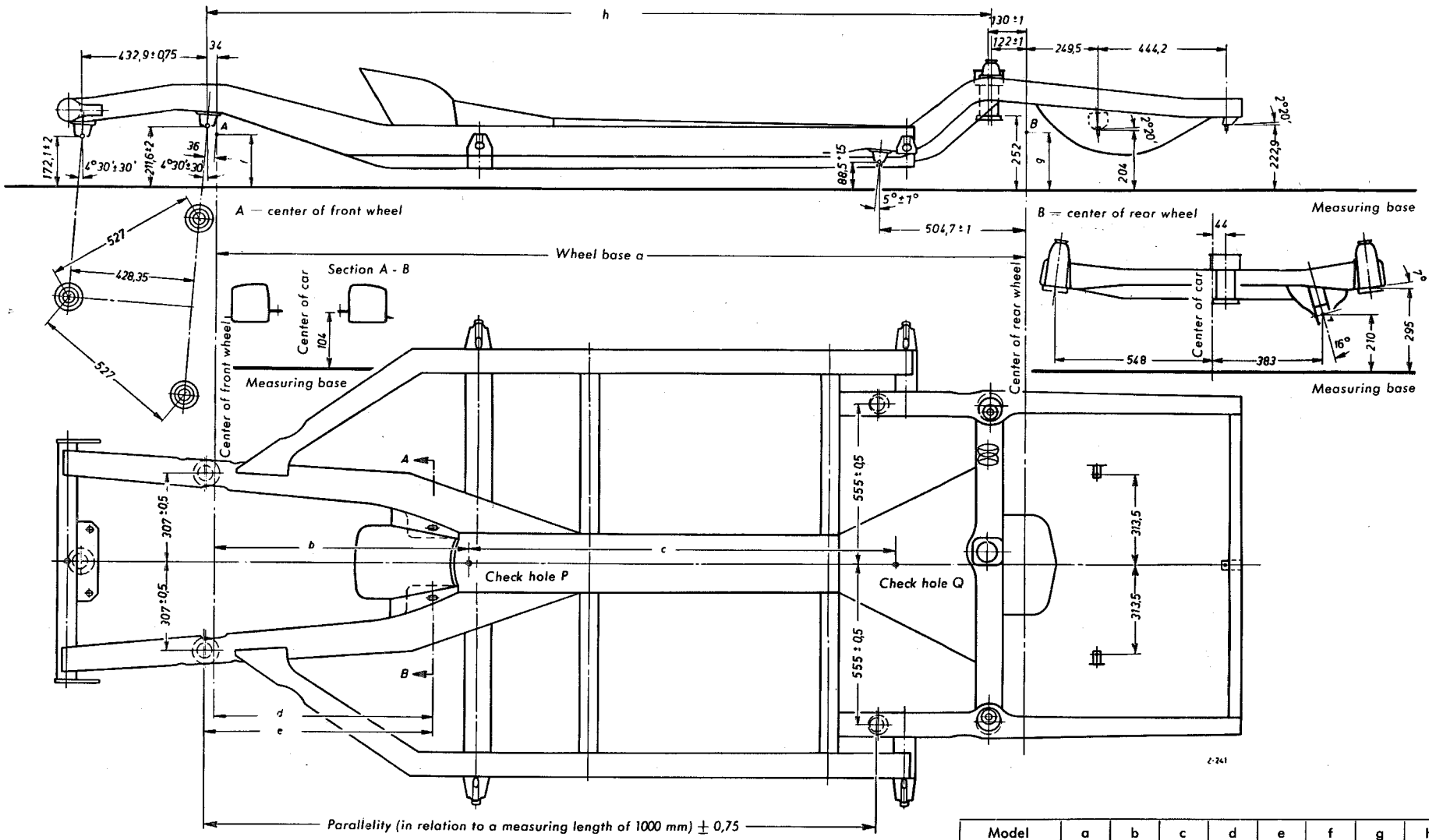

Fig. 61 — 1/12

The height tolerance for the three step bearings of the front axle support is ± 2 mm. However, the maximum deviation between the three step bearings is 3 mm and must not be exceeded when new step bearings are rewelded (for which a tolerance of 2 mm is specified).

Model	a	b	c	d	e	f	g	h
180, 180 D, 190	2650	788	1412	659	693	175	196.5	2562
190 SL	2400	788	1162	659	693	191	198	2312
219	2750	888	1412	759	793	175	208.5	2662
220 a, 220 S	2820	888	1482	759	793	175	193.5	2732
220 S Conv.	2700	888	1362	759	793	175	193.5	2612