On recent gages, the markings "220" and "180" have been replaced by the markings "I" and "II". These punch marks are always directly beside the corresponding dowel pins. The two dowel pins which are not required are pushed back by the flange until they are flush with the front contact surface.

B. Checking of Chassis Base Panel

1. Insert the two rear checking devices (4) in the two holders (14) in the chassis base panel gage (see Figs. 61—1/5 and 61—1/8). Insert the three front checking devices (5) in the three holders (15) (see Figs. 61 — 1/6 and 61 — 1/7).

2. 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.

3. 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 latch (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).

4. Grip the checking devices (4) and (5) at the lower end and push them up in the holders

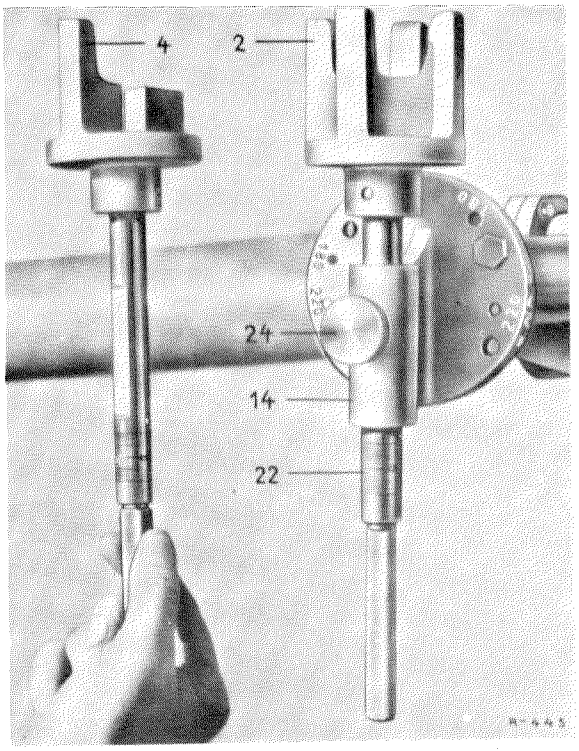

Fig. 61 — 1/5

2 Rear holding cradle
4 Rear checking device
14 Holder for rear holding cradle and checking device
22 Measuring scale at holding cradle and checking device
24 Locking screw

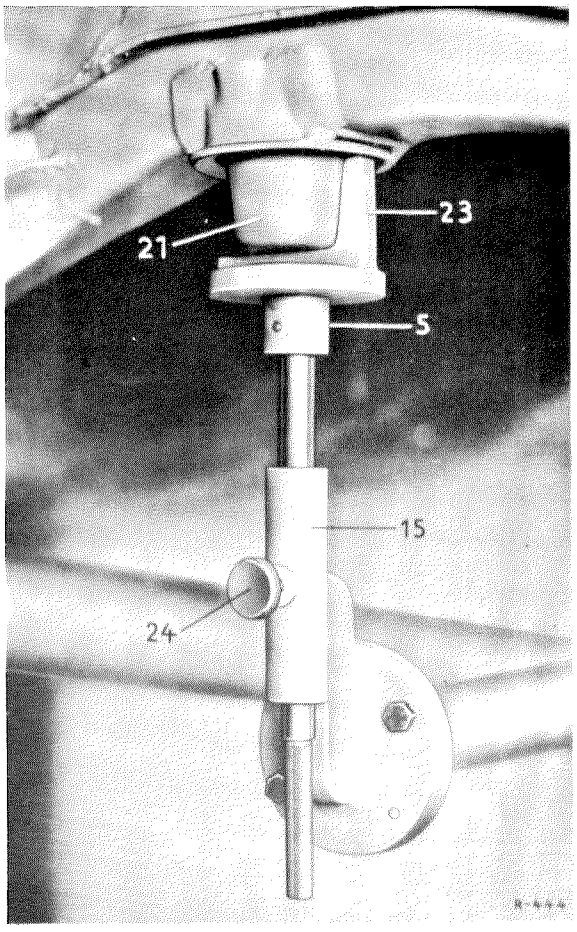

Fig. 61 — 1/6

5 Front checking device
15 Holder for front holding cradle and checking device
21 Front step bearing
23 Measuring finger of the checking device
24 Locking screw

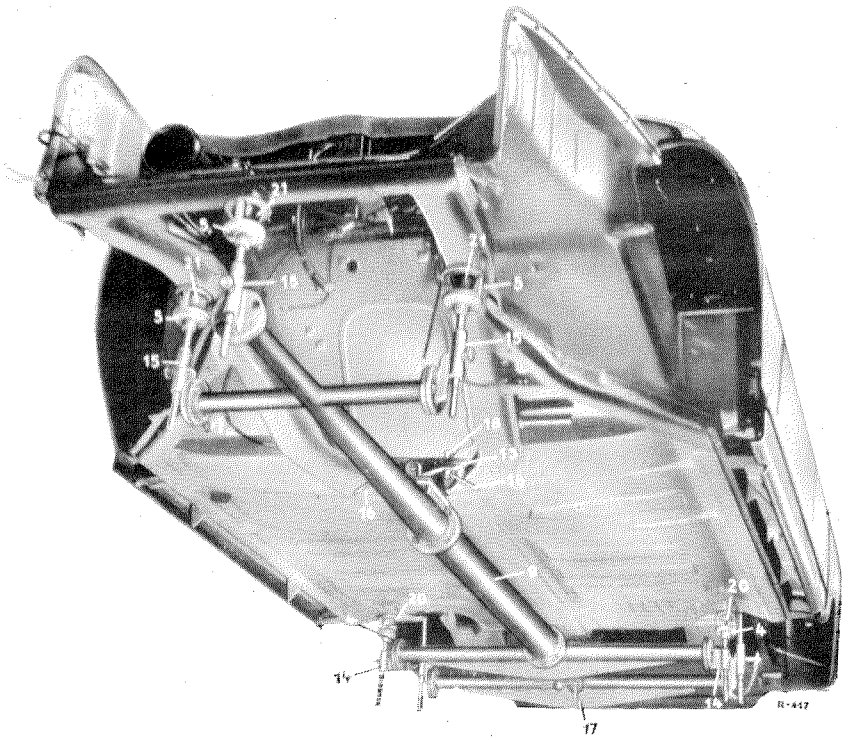

Fig. 61—1/7

4 Checking device for step bearing, rear
5 Checking device for step bearing, front
9 Adapter tube 1220 mm long
13 Front support
14 Holder for rear checking device and holding cradle
15 Holder for front checking device and holding cradle
16 Crank handle
17 Crank handle
18 Latch
20 Rear step bearing for torque arm mounting
21 Front step bearing for front axle support mounting

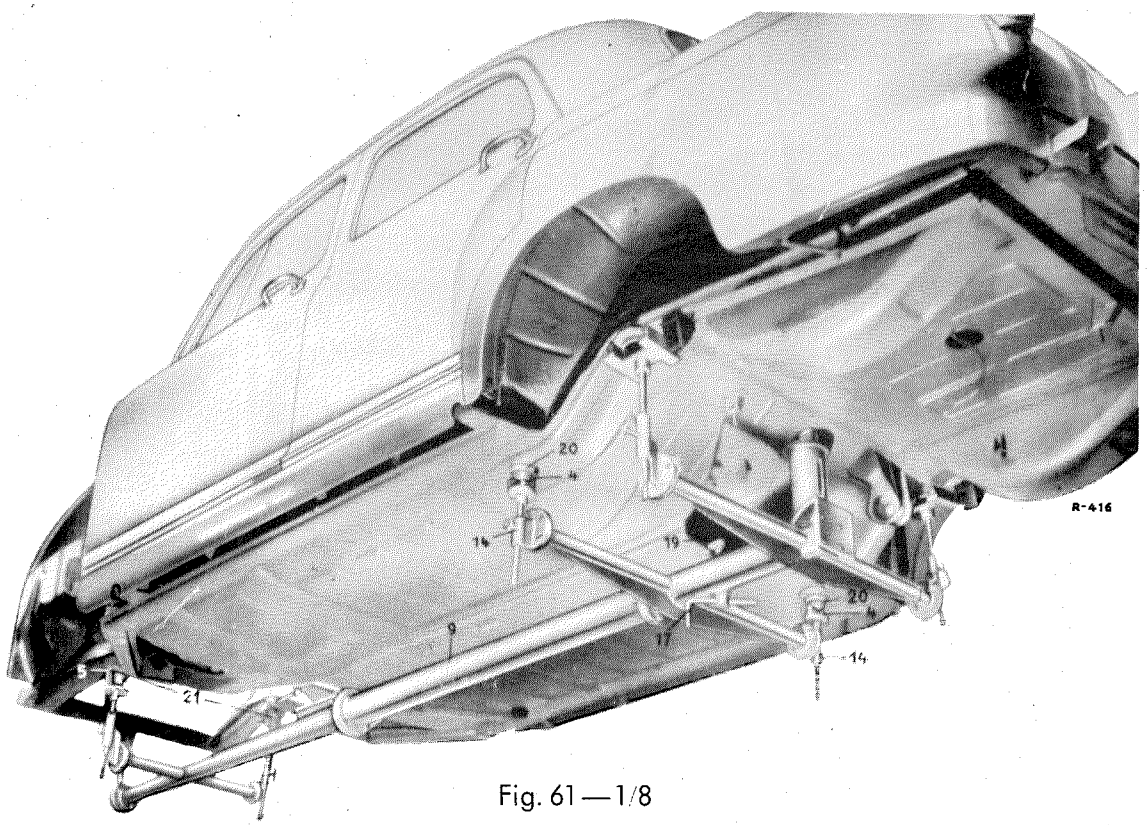

Fig. 61—1/8

4 Checking device for step bearing, rear
5 Checking device for step bearing, front
9 Adapter tube 1220 mm long
14 Holder for rear checking device and holding cradle
17 Crank handle
19 Latch
20 Rear step bearing for torque arm mounting
21 Front step bearing for front axle support mounting

(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).

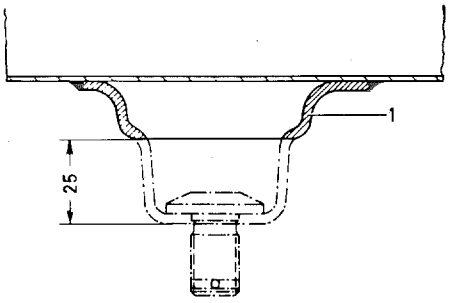

Fig. 61 — 1/9

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

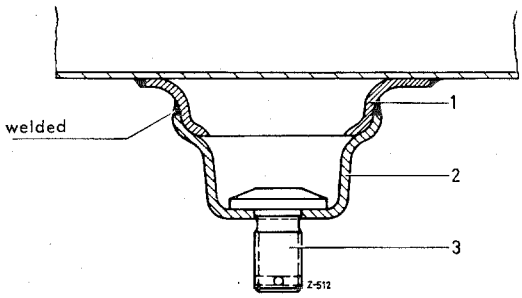

Fig. 61 — 1/10

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).

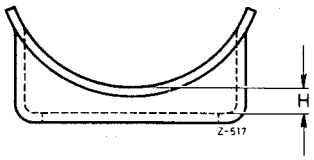

Fig. 61 — 1/11

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.