

Removal and Installation of Front Shock-Absorber

Removal:

1. Jack up the car at the front and remove the road wheel.
2. Unscrew the hexagon nuts (6) of the upper shock-absorber mounting. Remove cup (4) and rubber ring (5) (see Fig. 32 — 2/1).
3. Remove the four hexagon nuts of the lower shock-absorber mounting at the control arm and remove the shock-absorber downward.
4. Take the lower rubber ring (3) off the shock-absorber.
5. Check the shock-absorber fixing screws (cheese-head) in the lower control arm to make sure that they are tight. If any of the cheese-head screws are found to be loose, the lower control arm must be replaced, particularly if the bores in the control arm are badly worn.

When checking, the control arm must also be inspected for cracks. For an emergency repair, loose cheese-head screws can be electrically spot-welded to the control arm with one spot.

Installation:

6. Rub talc on a new upper and lower rubber ring.
7. Push the lower rubber ring (3) onto the mounting bolt of the shock-absorber and pull the piston rod (2) of the shock-absorber right out.
8. Slide the shock-absorber through the lower control arm, the spring and the dome of the front axle support. Push the upper rubber ring (5) and the cup (4) onto the mounting bolt and screw on the two hexagon nuts (6) (see Fig. 32 — 2/1).

Note: If a new shock-absorber has to be installed, only shock-absorbers of the type fitted with reinforcement plates on the lower

fixing brackets should be used for both sides (see Fig. 32 — 1/1).

Make sure the correct shock-absorbers are used. For reasons of standardisation, lower control arms of the same type as those used on Model 220 S are currently being used. On this type of control arm, the diameter of the through-way hole for the shock-absorber has been increased (58 mm \varnothing instead of as hitherto 48 mm \varnothing). In consequence, the bores for fixing the shock-absorber have also been modified.

9. The correct stress for the rubber rings is obtained when the lower of the two hexagon nuts (6) is screwed up to the end of the thread of the mounting bolt. This nut should then be locked with the upper hexagon nut (6). Approx. 2 threads of the upper hexagon nut remain visible. Use only nuts which are 8 mm in thickness!

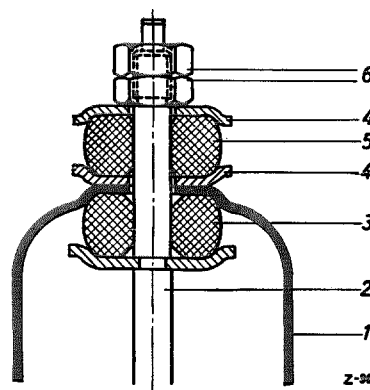


Fig. 32 — 2/1

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|------------------------------|---------------------|
| 1 Dome of front axle support | 4 Cup |
| 2 Piston rod | 5 Upper rubber ring |
| 3 Lower rubber ring | 6 Hexagon nuts |

10. Fix the shock-absorber to the lower part of the control arm with four hexagon nuts M 7 DIN 934 — 5 S and 4 lockwashers B 7 DIN 127.
11. Fit the road wheel and lower the car off the jack.
12. Tighten up the wheel nuts and press the wheel hub cap into position.