

## G. Slip Coupling

1. Check the roller raceways in the outer yoke and also the sliding sleeve for any signs of wear or roller impressions.

**Note:** If the roller raceways show considerable signs of wear or roller impressions, the whole slip coupling assembly must be replaced.

2. Examine the serrations of the sliding sleeve which engage with the rear axle shaft for wear and burrs.

The sliding sleeve must move easily, but without play, on the rear axle.

3. The cylindrical rollers must not be replaced individually. If a cylindrical roller is damaged, or has been lost, the whole set of rollers (132 in number) must be replaced.

4. Check the joint spider, the needle bearing bushings and their bores in the yokes for wear and burrs.

5. If new needle bearing bushings are used, care must be taken to ensure that the specified force-fit dimension is strictly adhered to (see Table).

**Note:** Selective assembly is specified for the needle bearing bushings (for further details, see Table).

6. The needles must not be replaced individually. If a needle is damaged or has been lost, the whole set of needles (100 in number) must be replaced.

Dimensions and tolerances of needle bearing bushings, yokes and joint spider in mm

Type	Color code	Needle bearing bushing, external diameter	Bore in yokes	Force-fit dimension (+) or clearance (—)	Needle bearing bushing, internal diameter	Trunnion diameter	Clearance
I	1 white dot	$\frac{29.502}{29.512}$ previously: $\frac{29.522}{29.515}$	$\frac{29.500}{29.510}$	— 0.008 to + 0.012 previously: + 0.005 to + 0.022	$\frac{22.641}{22.620}$	$\frac{17.600}{17.589}$	0.02 to 0.05
II	2 white dots	$\frac{29.513}{29.523}$ previously: $\frac{29.528}{29.523}$	$\frac{29.511}{29.521}$	— 0.008 to + 0.012 previously: + 0.002 to + 0.017			

## H. Connecting Pin

1. Check the connecting pin, sleeves, compensating washers and backing washers, rubber rings and splined bolt for wear and damage.

Worn sleeves, compensating washers and backing washers and also damaged rubber rings must always be replaced.

2. Check the connecting pin (2) for true run. If the pin is supported at the ends during this test, the run-out must not be more than 0.10 mm. Selective assembly is specified for the external diameter of the connecting pin and the internal diameter of the sleeves (11 a) and (11 b) which are fitted on the connecting pin (see Fig. 35 — 5/22 and Table).

Excessive play between the connecting pin and the sleeves or between the sleeves and the bushings in the eyes of the axle tube will result in metallic knocking noises when the car is travelling.

Inadequate play tends to cause rumbling of the rear axle.

It is therefore important that the tolerances indicated in the Table should be strictly adhered to.

Dimensions and tolerances of the connecting pin and the sleeve in mm

Type	Color code	Connecting pin, external diameter	Bore in the sleeve	Force-fit dimension
I	white	$\frac{28.000}{27.994}$	$\frac{27.983}{27.989}$	+ 0.005 to + 0.017
II	blue	$\frac{27.993}{27.987}$	$\frac{27.976}{27.982}$	

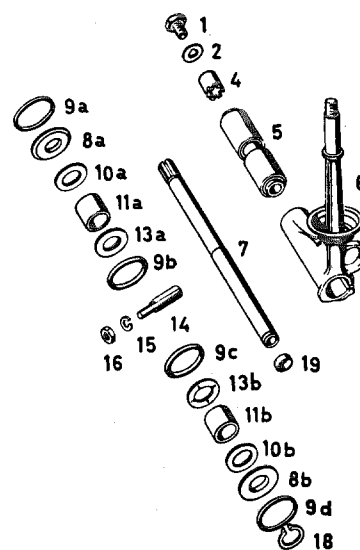


Fig. 35 — 5/22

- |                             |                               |
|-----------------------------|-------------------------------|
| 1 Hexagon screw             | 10a, 10b Washers              |
| 2 Locking plate             | 11a, 11b Sleeves              |
| 4 Spacer sleeve             | 13a, 13b Compensating washers |
| 5 Buffer block              | 14 Splined bolt               |
| 6 Support                   | 15 Lock washer                |
| 7 Connecting pin            | 16 Hexagon nut                |
| 8a, 8b Backing washers      | 18 Circlip                    |
| 9a, 9b, 9c, 9d Rubber rings | 19 End plug                   |

## I. Support of Rear Axle Suspension

1. Check the buffer block in the support and if necessary, replace it.

When pressing a new buffer block into the support, care must be taken to ensure that the end which protrudes 6 mm, is pointing toward the rear (Fig. 35 — 5/23).

2. Check the M 22×1.5 thread at the top of the support and if necessary, re-tap it.

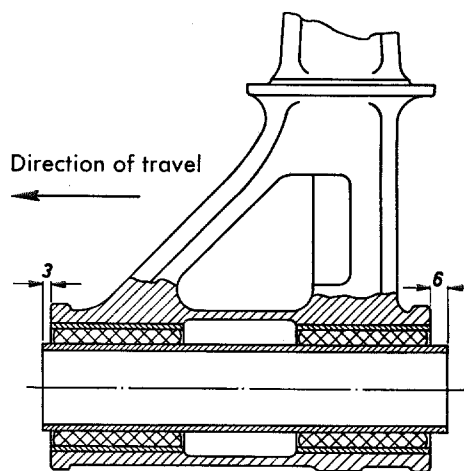


Fig. 35 — 5/23