

Shock-absorbers can only be satisfactorily checked if a Shock-Absorber Tester is available. If, after removal, the shock-absorber is checked by hand (hold shock-absorber vertical when this is done) it is only possible to establish whether or not the shock-absorber is working at all. It is in practice impossible by this method to establish, even approximately, the degree of effectiveness. If testing shows that the shock-absorber is not working, the shock-absorber must be replaced.

Shock-absorbers must be replaced if considerable loss of fluid is discovered. Where there is only slight loss of fluid, the shock-absorber does not need to be replaced immediately if it still operates properly, since the shock-absorber contains sufficient fluid to compensate for slight losses.

The front and rear shock-absorbers can be distinguished by the different paint colors: Front shock-absorbers, black; rear shock-absorbers, red. In addition, the Part No. is stamped on.

The rear shock-absorbers function at the same time as a stop for the rear axle tubes.

In current models, shock-absorbers are being fitted with a reinforcement plate (5) at the angle brackets (4) (see Fig. 32 — 1/1).

**When replacement parts are required, only shock-absorbers with reinforcement plates for both the front axle and the rear axle will be supplied as of present date. If the vehicle is used mainly on bad roads, the reinforcement plates must be fitted subsequently (see Section E).**

**The hexagon nuts of the lower shock-absorber mounting must be checked constantly for tightness and, if necessary, tightened up.**

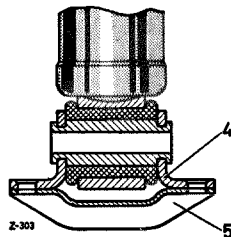


Fig. 32 — 1/1

4 Angle bracket  
5 Reinforcement plate

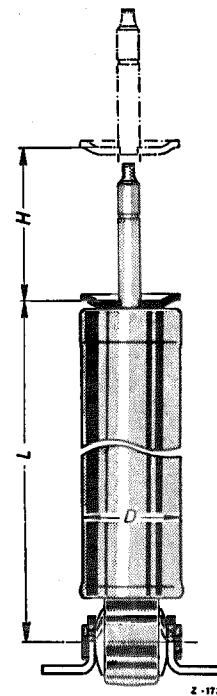


Fig. 32 — 1/2

H = Stroke  
L = Length compressed  
D = External diameter