

Removal and Installation of Rear Shock-Absorber

Job-No.

32 — 3

Note: The shock-absorber serves at the same time as a stop. Thus if the car is jacked up, a jack should be used to support the axle tube before removing the shock-absorber. The jack should be placed under the torque arm and not under the axle tube itself.

Removal:

1. Remove the hexagon nuts (8) of the upper shock absorber mounting (accessible from inside the trunk). Then remove the cup washer (7) and the rubber ring (6) (Fig. 32—3/1).
2. Unscrew the shock-absorber mounting at the torque arm and remove the shock-absorber downward.
3. Take the lower rubber ring (4) off the shock-absorber.
4. Check the shock-absorber cheese-head fixing screws in the torque arm for tightness. If the cheese-head screws are found to be loose, and particularly if the bores in the torque arm are very worn, replace the torque arm. When checking, also examine the torque arm for flaws. As an emergency measure loose cheese-head screws can be electrically welded to the torque arm with one spot. Care must be employed in this operation.

Installation:

5. Rub talc on a new upper and lower rubber ring.
6. Press the lower rubber ring (4) over the shock-absorber mounting bolt (3) so that the sharply-rounded side of the rubber ring is facing upward (see Fig. 32 — 3/1).
7. Now slide the shock-absorber into the upper mounting (shock-absorber dome) and have a second man screw a hexagon nut onto the mounting bolt (3).

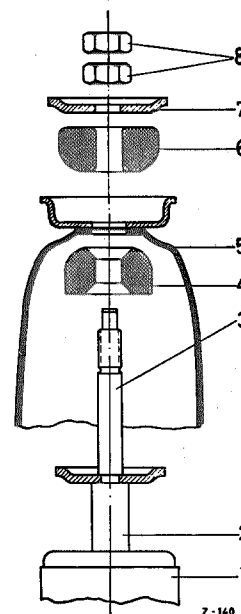


Fig. 32 — 3/1

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|---------------------|-----------------------|
| 1 Shock-absorber | 5 Shock-absorber dome |
| 2 Piston rod | 6 Upper rubber ring |
| 3 Mounting bolt | 7 Cup washer |
| 4 Lower rubber ring | 8 Hexagon nuts |

Note: If the car is not jacked up, telescope the shock-absorber and slide it at the front into the torque arm bore. Then use a screwdriver to press the piston rod (2) of the shock-absorber into the upper mounting in the chassis base assembly.

If a new shock-absorber has to be installed, install on both sides only shock-absorbers which have reinforcement plates at the lower angle brackets (see Fig. 32 — 1/1).

8. Fix the shock-absorber to the torque arm, using four Hexagon Nuts M₇ DIN 934 5 S and four Spring Washers B 7 DIN 127.
9. Unscrew the hexagon nuts of the mounting bolt again. Press the upper rubber ring (6) and the cup washer (7) over the mounting bolt (3) so that the rounded side of the rubber ring points downward (see Fig. 32—3/1).

Note: On recent models the upper rubber ring (Part No. 180 323 03 85) has been replaced by an improved rubber ring (Part No. 180 326 01 68). The color of the rubber rings is either light grey or black, depending upon the manufacturer.

10. To obtain the correct initial stress of the rubber rings (5 mm) first screw the lower of the two hexagon nuts (8) into the mounting bolt (3) so that the cup washer (7) is not quite gripped (see Fig. 32 — 3/1).
11. Then screw in the hexagon nut five turns (pitch of the thread 1 mm) and lock it in position with the upper hexagon nut.

Note: In order to obtain the correct initial stress, the lower hexagon nut must normally be screwed up to the end of the mounting bolt thread (see Fig. 32 — 3/2).

If it is impossible to obtain the requisite initial stress of 5 mm when the nut has been tightened as described, a washer of corresponding thickness should be inserted between Nut M 10 × 1 and the cup washer (7).

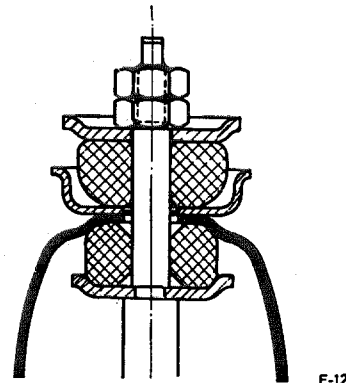


Fig. 32 — 3/2