Correct offset with shims of .0197" (0,5 mm) thickness

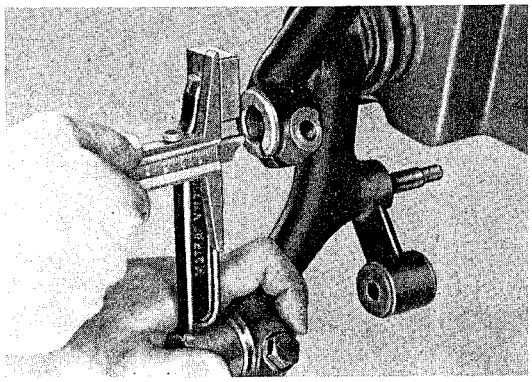

Fig. 26

Arrangement of shims on Suspension arm link pins

Offset in (mm)	Number of shims on Upper suspension arm inner (A)	Upper suspension arm outer (B)	lower suspension arm inner (C)	lower suspension arm outer (D)
.200 (5)	3	7	7	3
.217 (5,5)	4	6	7	3
.236 (6)	4	6	6	4
.246 (6,5)	5	5	6	4
.276 (7)	5	5	5	5
.295 (7,5)	6	4	5	5
.315 (8)	6	4	4	6
.335 (8,5)	7	3	4	6
.354 (9)	7	3	3	7

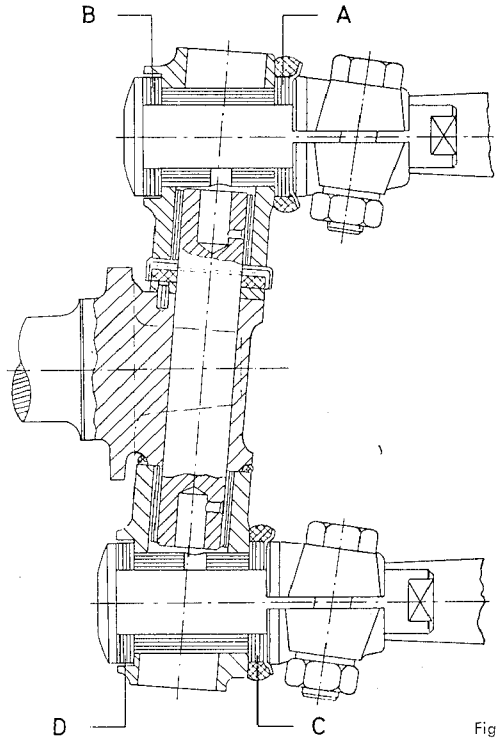

Fig. 27

Note:

a) Always 10 shims must be fitted to **one suspension arm link;** this includes also the sectional shim for the suspension arm eye. Make sure that the lug of the sectional shim is fitted in the clamping slot of the suspension arm eye.

b) If the offset amounts to .276" (7 mm) the same number of inner und outer shims (5 required) should be added

c) If the offset exceeds .276" (7 mm) add shims to A and remove from C

d) If the offset is less than .276" (7 mm) take off shims from A and add to C

e) The total number of shims at B and D should always be added up to 10

Example:

a) Offset measured was .327" (8,3 mm). The value measured is to be rounded out to the nearest value indicated in the table, in this case to .335" (8,5 mm)

b) The difference from the correct value .276" (7 mm) is .335" — .276" = .059" (8,5 — 7 = 1,5 mm)
This value corresponds to the thickness of 3 shims of .020" each

c) The shims must be arranged as follows:

Upper Suspension Arm		Lower Suspension Arm	
Inner (A)	Outer (B)	Inner (C)	Outer (D)
7	3	4	6

If the discrepancy from the required value exceeds ± .78" (2 mm) it is not permissible to correct by adding more shims. Misalignment can be determined by removing the suspension arms and checking them on test plate P 70. The front axle should be checked for alignment by means of the front axle tube alignment gauge VW 256 a.

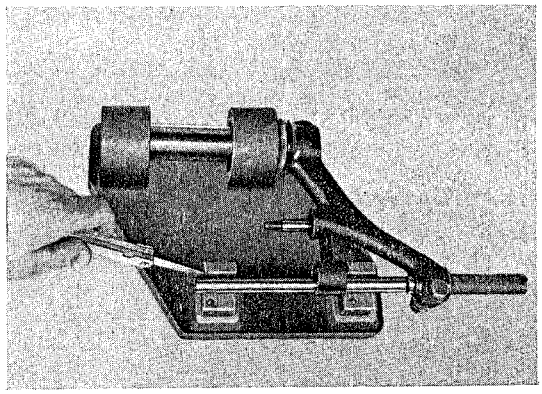

Fig. 28

4. Twisted suspension arms must be in any case repla-