

plate values can be determined by means of a feeler gauge. Permissible out-of-parallel is .00787" (0,2 mm)

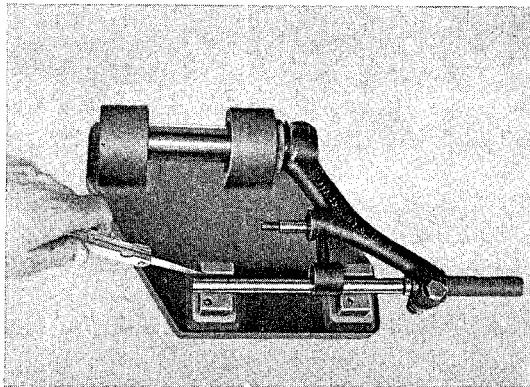


Fig. 45

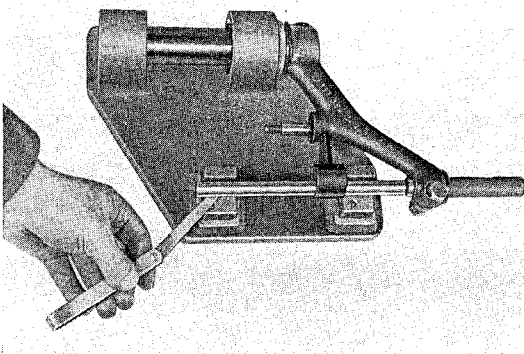


Fig. 46

No attempt should be made to straighten bent suspension arms, they must always be replaced

2. Check contact faces of suspension arm eyes for wear. If necessary reface with cutter VW 217

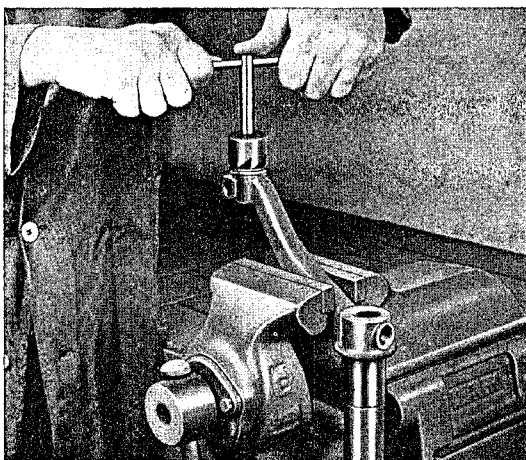


Fig. 47

3. Check suspension arm bearing points for wear. If heavy signs of wear or seizure are found, the suspension arm must be replaced

### Installation

Installation is done in reverse order, observing the following points:

1. Check torsion bar adjustment. Make gauge according to sketch on page S 25

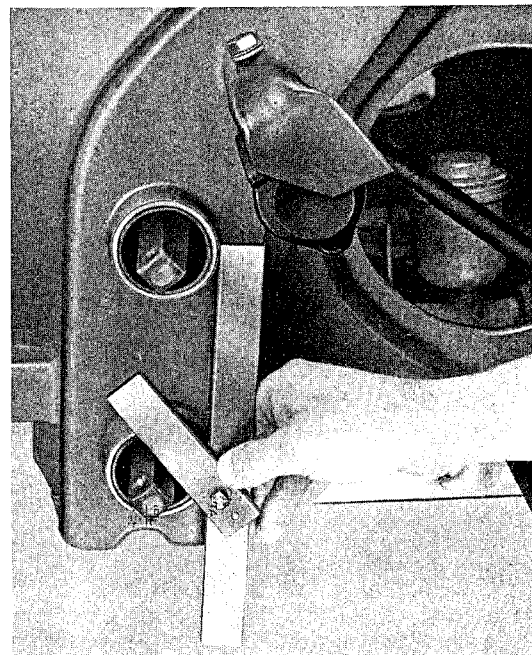


Fig. 48

2. Check suspension arm bearing bushings and needle bearings in front of axle tube for wear, replace if necessary.
3. If required, replace suspension arm rubber seal
4. Grease suspension arm with lithium-base grease and insert torsion bar until the countersink is in line with the recess in the suspension arm. Tighten threaded set pin and lock with counternut.
5. Re-install shock absorbers and firmly tighten retaining screws and nuts, using new lock plates or cotter pins resp.