

## Replacing Shock Absorber Mounting Stud on Suspension Arm

11 ST

### General

When replacing the shock absorber mounting stud on suspension arm, in any case a .0197" (0,5 mm) oversize stud must be used. By pressing in the original stud, the hole in the suspension arm has been enlarged, so that a new stud of the same size would be a loose fit. Therefore replace standard studs of 11.989 mm dia. to 12,00 mm dia. by oversize studs of 12.489 mm dia. to 12,500 mm dia.

Then drill out the remaining piece using a 27/64" (10,75 mm) drill. The thin shell remaining around the drilled hole will come out during the final drilling revolutions.

### Installation

1. Drill the hole in the suspension arm out with 31/64" (12,3 mm) dia; drill and ream with reamer 12,5 P 8 = 12,455 to 12,482 mm dia. If a reamer 12,5 P 8 is not available, make the stud to fit the hole by grinding it to the required size. A press fit of .0004" — .0020" (0,01 — 0,5 mm) must in any case be ensured.

### Removal

1. Remove suspension arm
2. Drive out retaining pin
3. Pull out stud. In case the stud is broken, center the piece remaining in the suspension arm by means of a center punch and drill a center hole of 1/8" (3 mm) dia.
2. Press oversize stud in place, ensuring that the free end has a length of 1.770" — 1.790" (45,0 to 45,5 mm).
3. Drill hole .1575" (4,00 — 4,08 mm) dia. in stud for retaining pin
4. Drive in retaining pin

## Removing and Installing Torsion Bars

12 ST

### Special tools:

- VW 150 Offset handle with
- VW 156 Key 8 mm for loosening suspension arm retaining screws

### General

The front axle torsion bars consist of 8 steel leaves, welded together at both ends. The torsion bars are mounted in the center of the front axle tubes and secured in an adjustable clamping piece by means of retainings screws and counter-nuts.

The clamping piece is split and as the retaining screws are tightened, it is forced open and pressed against

the axle tube. The clamping piece is further prevented from turning by an adjustment stop which is pressed from outside against the axle tube by the retaining screw nut.

A threaded set pin presses on the adjustment stop from the top and serves to readjust the torsion bars and prevents the adjustment stop at the same time from turning under heavy load.