Checking Stub Axle

1. Check stub axle for bends and twisting on alignment gauge P 69. Place stub axle in gauge and check position of seating surface on bore for the tie rod end. The bore in the steering arm of the stub axle should align with the hole in the gauge. No attempt should be made to straighten bent stub axles, they must always be replaced.

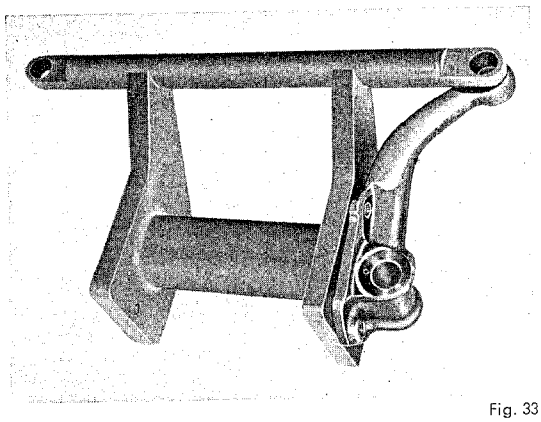

Fig. 33

2. Check thrust washer contact surface of the stub axle for smoothness and remove any burrs

3. Check front wheel bearing surfaces of stub axle.

4. Check bore for king pin (press fit); in case of wear due to seizure of the king pin, replace stub axle

Checking Suspenion Arm Link

1. Check suspension arm link for correct offset, using gauge VW 259

Correct value	.276" (7 mm)
Tolerance limit	.00787" (0,2 mm)

Place gauge and suspension arm link in a vise and measure offset, using a depth gauge resting against the back of the gauge plate; a dimension of .787" (20 mm) up to the recessed face in the torsion arm link corresponds to an offset of .276" (7 mm). Discrepancies from the correct value should be taken into account when determining the suspension arm offset

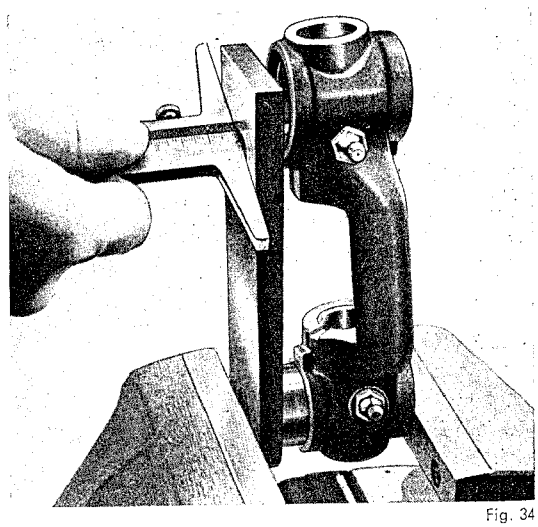

Fig. 34

3. Check depth of bores for suspension arm link pin bushings, using gauge VW 259. Replace suspension arm links, if the depth of the bores is below tolerance limit.

Installation

When installing stub axle, proceed in reverse order, observing the following points:

1. Check king pins for wear. If necessary, replace together with suspension arm link pin bushings

2. Check fit of thrust washer dowel pin in stub axle

3. Replace rubber seal

4. Fit suspension arm link together with stub axle and thrust bearing (thrust washer, friction washer and cover) so that no end play is felt. Existing play should be eliminated by inserting a thicker washer. For this purpose steel thrust washers 3,65, 3,75, 3,85, 3,95 through 4,5 mm in thickness are available. The thrust washer dowel pin is located in the stub axle and the cover is secured in position by grooves in the suspension arm. The rubber seal is on the opposite side.