

10. Remove torsion bar through the hole provided in the body.

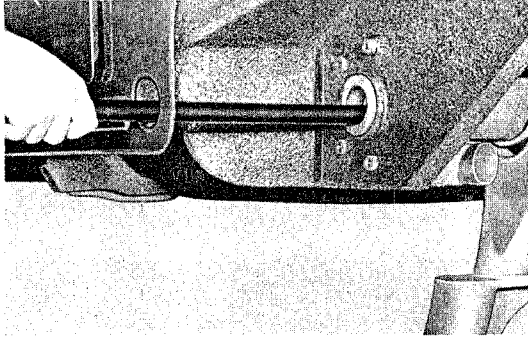


Fig. 136

Note

If the torsion bar has fractured, the broken end can be driven out of the internally splined central tube by a steel rod after the opposite torsion bar has been removed.

Installation

The installation is accomplished in the reverse order of removal observing the following points:

1. Inspect torsion bars for damaged splines and condition of paint, especially for traces of rust. Replace if necessary.

2. Grease the splines of the torsion bar.

3. Install torsion bar and engage radius arm splines enough to hold without fouling stop stud. Adjust correct angle (23 RA).

4. Dust rubber mount with graphite powder and install.

5. Raise radius arm and push in together with torsion bar until the radius arm rests against lower stop stud.

6. Install outer rubber mount and bolt on cover of radius arm.

7. Clean surfaces on radius arm and axle tube flange (remove traces of paint, rust etc.). Tighten bolts on axle tube flange 9 to 10 mkg (65 to 72 ft. lb.) torque.

Note

Torsion bars with 23 mm (.91 in.) and 24 mm (.94 in.) diameter are installed. Cars without compensating spring use 24 mm (.94 in.) bars and cars with compensating spring 23 mm (.91 in.) bars. If a compensating spring is installed later on, the 24 mm (.94 in.) must be exchanged for 23 mm (.91 in.) bars.

When removing torsion bars it is not necessary to mark them left or right, since this will not affect their elastic quality or shorten their life.