

## Determining Difference Angle

The location of the steering gear of the Type 356 B is determined by a dowel pin. It is not possible to correct

the difference angle. In case of severe faults, all parts of the front axle must be checked.

## Rear Wheel Alignment

### General

The toe-in of the rear wheels varies during spring action.

To ensure minimum tire wear, the total toe-in of the rear wheels during driving should be approximately zero (0).

Minimum toe-in increases driving stability. The alignment value of the rear wheel may be corrected by adjusting the wheel.

Offsetting the radius arm towards front by .0433" (1,1 mm) will result in a toe-in variation of .0394" (1 mm).

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## Aligning Rear Wheels on Measuring Gauge

1. Loosen screws on bearing flange of axle tube and stop screw (See fig. 17).
2. Move axle tube until aligning data is reached (observe with microscope).
3. Tighten stop screw, tighten screws on bearing flange.

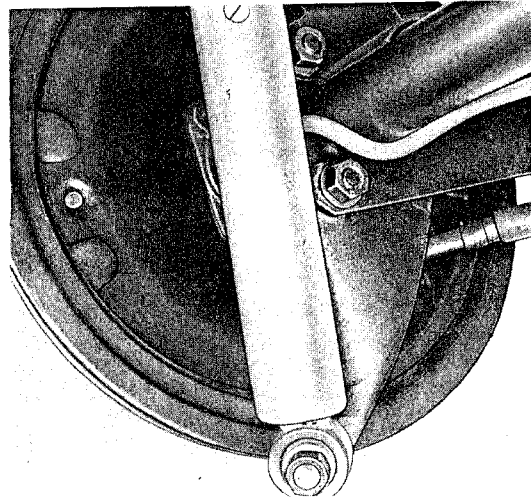


Fig. 17

## Camber of Rear Wheels

The camber adjustment of an unloaded car depends on the setting of the radius arms. Care should be taken that equal adjustment on both sides is obtained.