Damage to Chassis and Body

General

Since the body, frame and chassis are welded together into a self supporting unit construction, it is always possible that body damage can result in chassis distortion. A car which has been involved in a serious collision should be measured accurately at the chassis suspension points for distortion.

Straightening Front Axle Tubes

33 B0

To be performed only for distortions which lie within ± 4 mm of the required dimensions.

1. Cut the flange of the front torsion bar tubes free on both sides with a cutting torch.

2. Using a hydraulic press, adjust the position of the suspension members until the required dimension is obtained. The two central reinforcing brackets must be heated simultaneously so that the tubes can be moved without being bent.

3. Tack the flanges to the suspension tubes and flame weld in place, working evenly on all sides to avoid distortion. Readjust if necessary before the joints cool.

Note

1. In cases where damage is small it may be possible to straighten the parts by heating the area in question and adjusting with a hydraulic press.

2. Besides specially designed hydraulic presses, car jacks having sufficient lift and a sturdy shaft can be used.

3. All welding, cutting and forming work should be done on a special working jig in order to protect the measuring jig from becoming inaccurate.

General

In the event that new chassis or body parts are required, it is important that the parts are properly cut from the body in accordance with the size and shape of the replacement parts. For correct dimensions see the spare parts catalog sections five through nine. For additional dimensions and cutting lines, a series of drawings for the Coupe, Cabriolet/Hardtop and Roadster are shown on the following pages.