

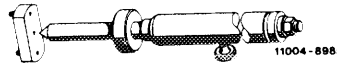
32—126 Checking alignment of rear shock absorbers

Test values for shock absorber alignment at rear axle

Semitrailing arm position (for checking in design position)	Permissible deviation of alignment
+ 21 ± 5 mm	5 mm

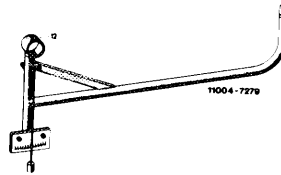
Special tools

Testing and adjusting spindle for alignment
of front and rear shock absorbers



123 589 05 21 00

Measuring instrument for semitrailing arm
position of rear axle



107 589 02 23 00

Note

Excessive deviations in alignment of shock absorber suspension points may lead to increased wear in shock absorber and subsequent rumbling noises and leaks of piston rod seal. In extreme cases, the driving comfort may be impaired (hardening of suspension by increased friction).

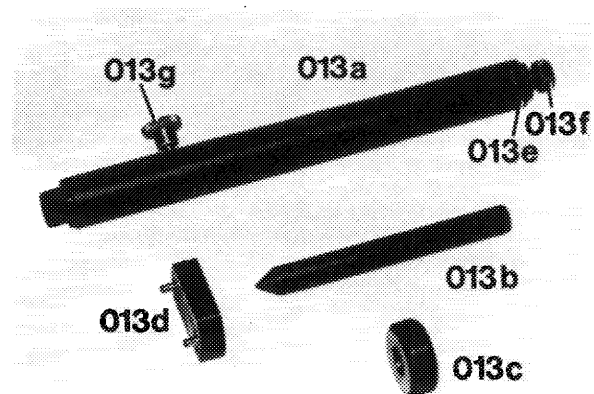
A checkup and, if required, a correction of the shock absorber alignment should therefore be performed following pertinent adjustment and reconditioning jobs of respective frame members at rear end. The shock absorbers will be checked for alignment with the axle installed in design position of vehicle.

The testing and adjusting tool 107 589 00 21 00 valid up to now for checking alignment of shock absorbers on rear axle has been replaced by the testing and adjusting tool 123 589 05 21 00 used for front and rear axle.

Attention!

When removing gas pressure shock absorbers with separating piston or piston rod located on top of jacked up vehicle with axle half relieved, make sure that the piston rod is not rotating along while loosening upper suspension. Since in this condition the deflection stop in shock absorber rests against operating piston, the fastening of operating piston to piston rod may become loose. The gas pressure would then result in a sudden extension of piston rod and the oil in shock absorber would flow out (danger).

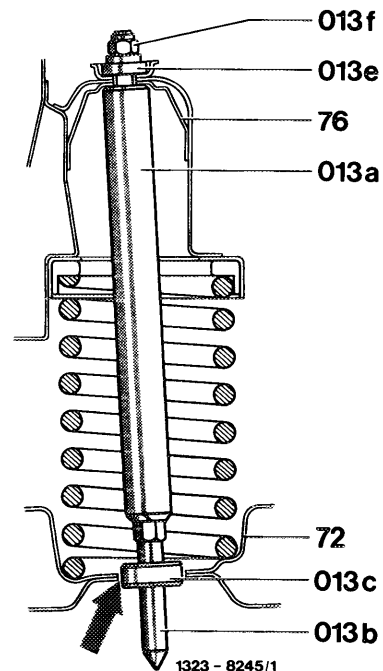
- 013 Testing and adjusting tool
- 013a Adjusting bolt
- 013b Testing and adjusting bolt
- 013c Test sleeve
- 013d Test plate
- 013e Washer
- 013f Hex nut
- 013g Clamping screw



132-16835

Test procedure

- 1 Remove rear shock absorbers or spring struts (32-110 or 32-610).
- 2 Load vehicle rear end until specified semitrailing arm position is attained.
- 3 Fasten testing and adjusting tool at upper fastening point of shock absorber, removing clamping screw (013g) first.
- 4 Check alignment with test sleeve (013c). Uniform clearance all-around in relation to semitrailing arm (refer to arrow) indicates 0 mm deviation. For corrections, remove test sleeve and use testing and adjusting pin.



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- 013 Testing and adjusting tool
- 013a Adjusting bolt
- 013b Testing and adjusting bolt
- 013c Test sleeve
- 013e Washer
- 013f Hex nut
- 72 Semitrailing arm
- 76 Dome on frame floor