

Special Tools

Supporting shoe

Models 107, 116

107 589 03 63 00

Note

Jack-up vehicle carefully to avoid accidents and damage to vehicle. Prior to lifting with a jack, be sure to secure vehicle against moving off by means of chocks or the like.

Chocks (Fig. 1), optionally included in vehicle, are located in trunk near spare wheel.

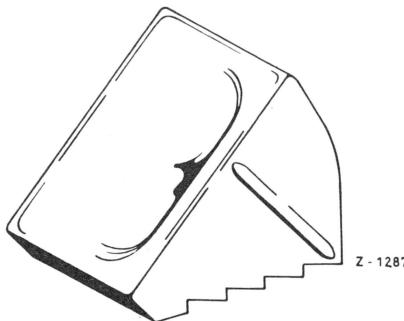


Fig. 1

Jacking-up with Pit Lift or Shop Jack

In the shop, the vehicle should suitably be raised by means of pit lift at front or rear axle.

On models 107, 114 and 115, position pit lift at front axle against front axle carrier (Fig. 2).

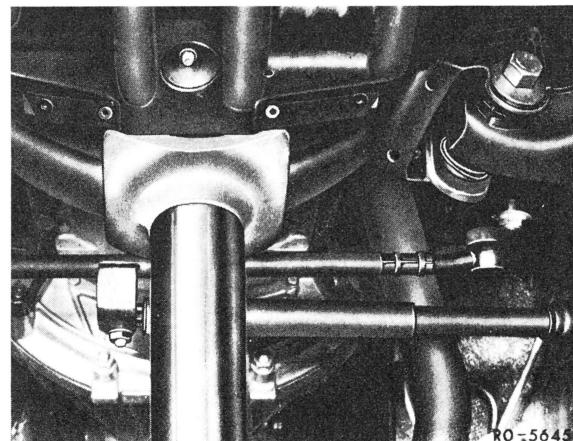


Fig. 2

Jacking-up with Jack Carried on Vehicle

Place chocks as follows:

On level ground, one chock before and one chock behind a wheel at opposite vehicle ends.

On a gradient, place one chock against front wheel and one chock against rear wheel at opposite vehicle ends.

On vehicles with manual transmission, engage 1st gear. On vehicles with automatic transmission, move selector lever to position "P"

Step energetically on pedal-parking brake.

Position vehicle jack vertically – also on a gradient.

To avoid dents on frame cross member (2) of model 116, a special hardwood support has been placed up to now in between the cross member and the shop jack or pit lift. By now, a jacking-up shoe has been developed to replace the hardwood support, which permits reliable lifting of vehicle and transportation of vehicle with jack into shop (Fig. 3).

When positioning shop jack or pit lift, make sure that stop (1) of jacking-up shoe enters the recess (arrows Fig. 3) of frame cross member (2), so that the receiving pins of the jacking-up shoe are reliably entering the paint drain holes (arrows in Fig. 4). Check position prior to lifting vehicle.



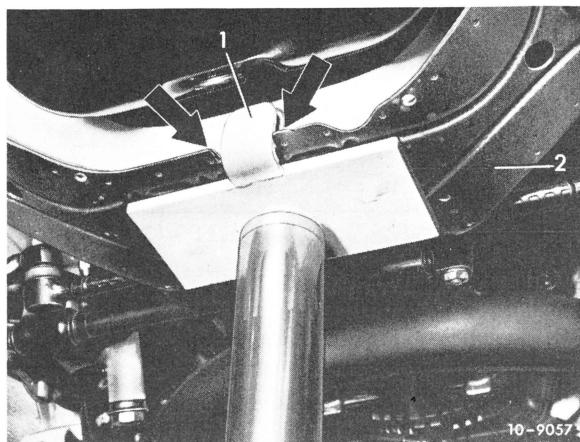


Fig. 3

1 Stop on jacking-up shoe 2 Frame cross member

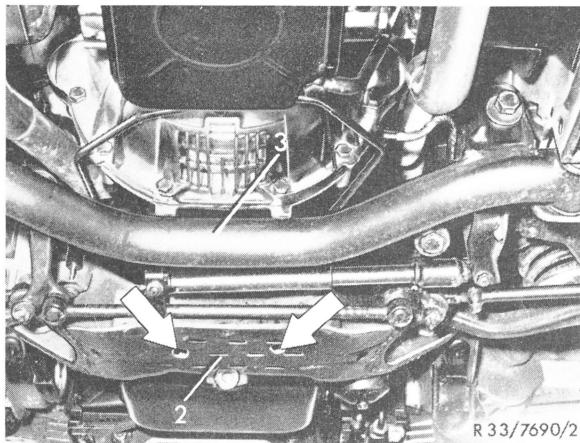


Fig. 4

2 Frame cross member 3 Cross yoke of front axle

Attention! Never use cross yoke (3) for lifting vehicle.

On models 107, 114, 115 and 116, place pit lift on rear axle against rear axle housing (Fig. 5).

When raising vehicle laterally with a shop jack, use spots provided on frame floor for crosshead lifting platforms.

Attention! Do not lift vehicle at the rear on semi-trailing arm. This is particularly important in relation to light-metal alloy semi-trailers of the diagonal swing axle with starting torque compensation.

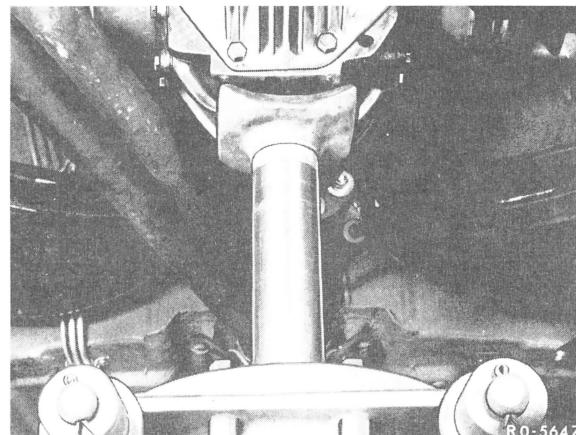
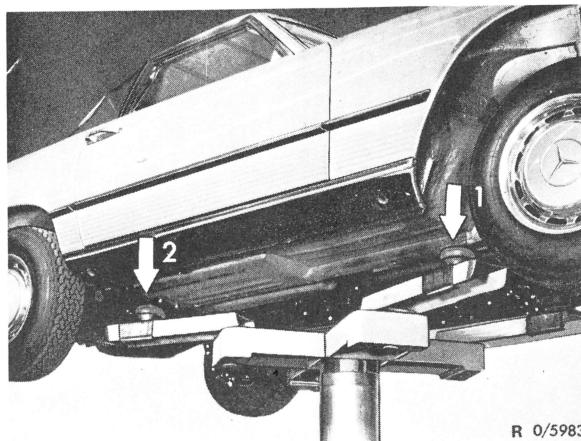


Fig. 5

Jacking-up with Crosshead Lifting Platform or Short-Stroke Lifting Platform

Place mounting blocks on front axle at inner frame side members (1), at rear axle on supporting plates of rear axle carrier (2) front bearing (Fig. 6 and 7).

Attention! Do not load supporting plates between frame floor and rear axle carrier in their center.



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Fig. 6

1 Inner frame side member 2 Rear axle carrier

Vehicle jack supports in combination with jacking-up shoes (Fig. 7) can also be used as supporting points for lifting platforms, but particularly for short-stroke lifting platforms.

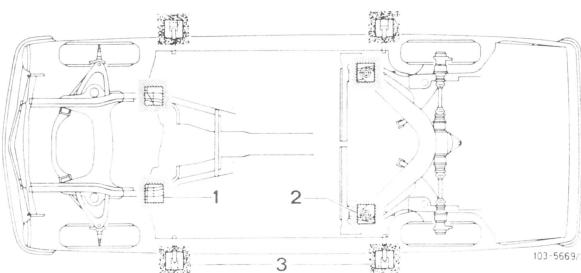


Fig. 7

1 Front supporting point at inner frame side members.

2 Rear supporting point at front bearing of rear axle carrier.

3 Front and rear supporting points at vehicle jack supports.

Placing of Supporting Jacks

Similar to jacking-up by means of short-stroke lifting platform, use jacking-up shoes between supporting jack and frame floor for plugging into frame floor (Fig. 8).

These jacking-up shoes will reliably prevent any denting of outer frame floor side members. In addition, jacking-up shoes provide the advantage

that no bending torque is exerted against the plug-in tubes themselves, so that their use permits exerting a load on body for an extended period without objection.

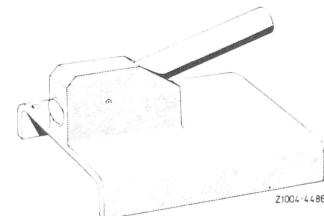


Fig. 8

Jacking-up shoe models 107, 116

Attention! Jacking-up shoes are provided with a chain painted a bright red. A jacking-up shoe remaining on vehicle by mistake after jacking-up will be immediately noticed. As an additional assurance against a jacking-up shoe remaining on vehicle, it will be of advantage to attach a steel ring (e. g., a used tapered roller bearing ring) of approx. 60 mm dia. to chain (Fig. 9), so that the resulting noise will alert the driver immediately.

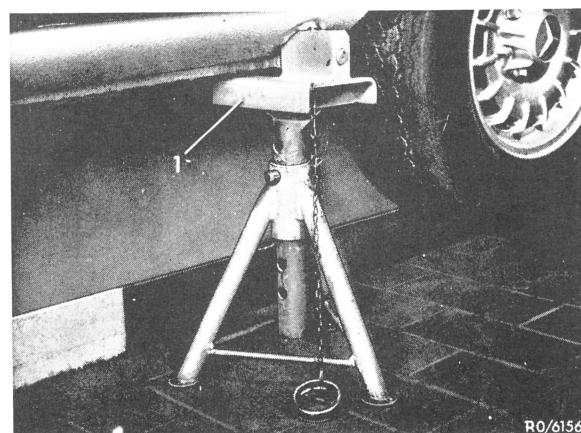


Fig. 9

1 Jacking-up shoe