

Removal and Installation of Steering Shock-Absorber

Models 219, 220a, 220 S

Job No.

L 10

A. Standard Version

Removal:

1. Unscrew the hexagon nut from the support bolt welded to the front axle support (Fig. L 10/1).

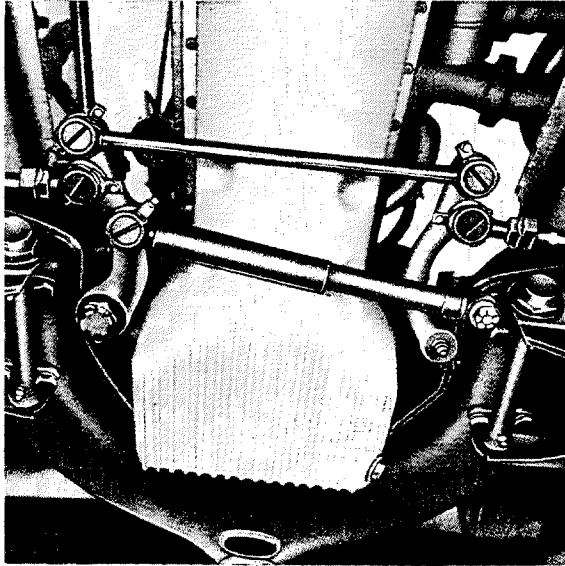


Fig. L 10/1

2. Remove the castle nut from the ball stud of the steering shock-absorber at the steering gear arm. Then use Bell-Shaped Puller 186 589 10 33 to press the steering shock-absorber off the steering gear arm.

3. Pull the steering shock-absorber off the support bolt of the front axle support.

Installation:

4. Installation is the reverse of the removal procedure. After installing, check the safety clearance of the steering shock-absorber at right and left locks. The safety clearance should be 7—8 mm. The check is made by detaching the steering shock-absorber and compressing or extending it.

Note: If the safety clearance is found to be inadequate, check whether:

the steering gear arm is correctly installed;

the steering gear arm or the steering relay arm is bent;

the mounting for the steering shock-absorber is in order;

the piston rod of the steering shock-absorber is bent;

the toe-in is correctly adjusted and distributed equally at both front wheels.

B. Special Export Version

(Optional, SA 10 148)

For vehicles which are in use in areas where extreme dust conditions prevail, a special export version steering shock-absorber is available. In this version, a rubber cuff (1) is fitted and provides special protection against the penetration of dirt and sand (Fig. L 10/2). This shock-absorber can be obtained complete as Part No. 000 460 05 66. In addition, the rubber cuff (1), Part No. 121 463 00 96, and the tension spring (2), Part No. 121 993 04 10 are obtainable as replacement parts.

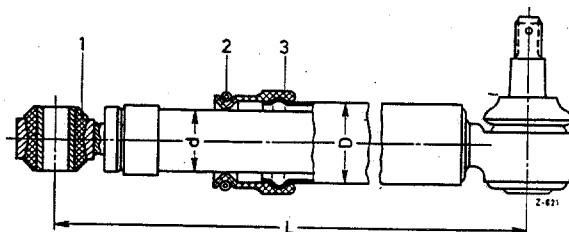


Fig. L 10/2

- 1 Rubber cuff
- 2 Tension spring
- 3 Rubber buffer
- L Shortest length 251 ± 2 mm
- D = 29.5 mm
- d = 23 mm

Removal and installation are the same as in the case of the standard version.