

33-615 R and R braking support link ball joint

Tightening torque

Nm

Hex. screws and nuts for fastening
bearing cup to bearing carrier

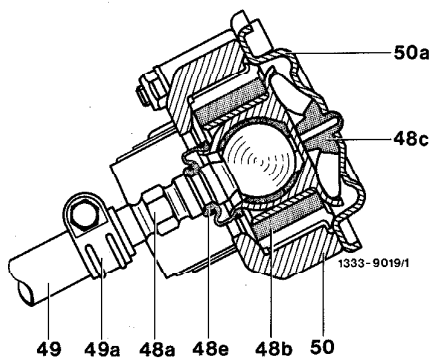
35

Note

Starting March 1982, rubber bearings of a synthetic rubber grade have been used for thrust rubber bearings of brake support. The advantage is that road jerks are dampened considerably better and that steering wheel unrest is widely prevented. In the event of complaints concerning vehicles manufactured at an earlier date (up to February 1982) use 2nd version.

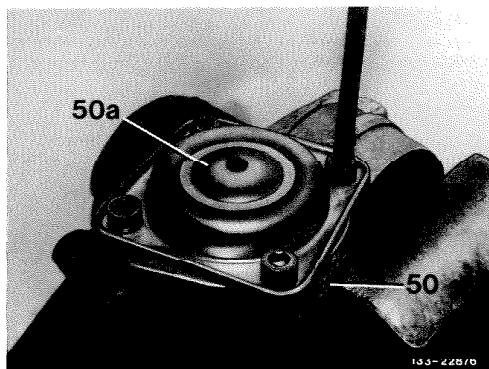
As a spare part, the supporting joint is available only as a complete unit.

- 48a Ball pin
(caster adjustment)
- 48b Thrust rubber bearing front
- 48c Stop buffer
- 48e Sleeve
- 49 Supporting tube
- 49a Clamp
- 50 Bearing carrier
- 50a Bearing cup

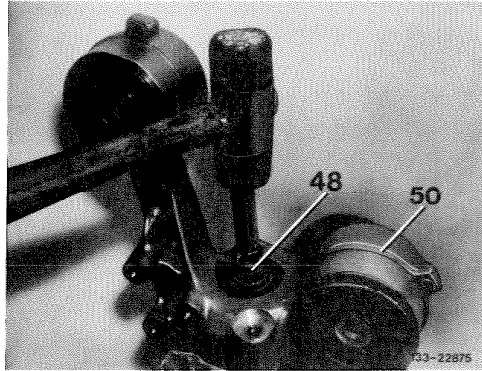


Removal

- 1 Clamp bearing carrier (50) into vise. Unscrew bearing cup (50a) (10 mm socket).



- 2 Knock-out supporting joint (48) with plastic hammer.



Installation

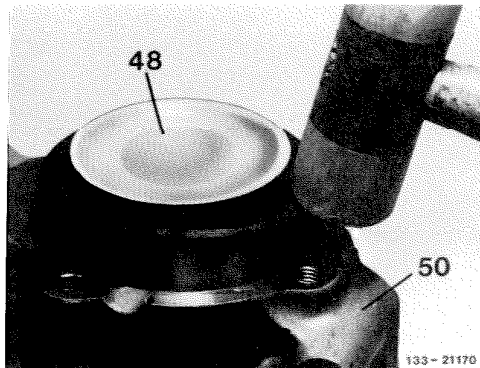
- 3 Clean bearing carrier in range of supporting joint contact surface (steel brush).

Check bearing carrier for cracks!

- 4 Mount new supporting joint (48) into bearing carrier (50).

When positioning rubber bearing, knock each time with plastic hammer against edge of sheet metal.

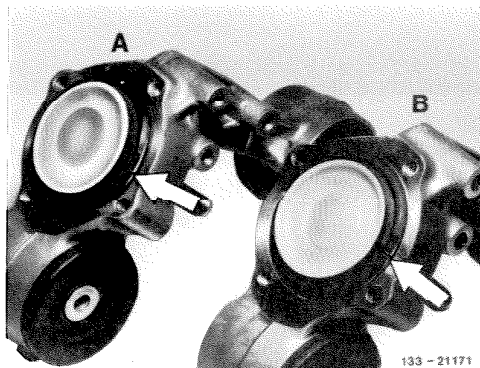
Then knock-in up to stop.



Note

Pay attention to installation position of supporting joint (arrow). Bearing carrier of 1st version has no water drain groove compared with 2nd version.

- A Bearing carrier 1st version
(up to February 1981 — without water drain groove)
- B Bearing carrier 2nd version
(starting March 1981) — with water drain groove



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5 Mount bearing cup to bearing carrier, using new self-locking bolts and nuts and tighten to 35 Nm.

