The **Maintenance Manual** includes details of the maintenance type and a description of maintenance work. For details of special bodies and attachments as well as additional equipment, please refer to the service documentation provided by the manufacturer concerned.

Maintenance work must be carried out properly and at the specified intervals in order to ensure constant vehicle availability, road safety and a long vehicle service life. Recommended maintenance work which requires specialist knowledge may only be carried out by qualified personnel.

You will find a detailed explanation of the MAN maintenance system and the intervals at which the various services are due, depending on the maintenance group, in the current "Maintenance Recommendations and Recommended Service Products" booklet.

Confirmation that maintenance work has been performed correctly and at the specified intervals is to be entered in the "Maintenance Record" together with the relevant details.

In the event of claims under warranty, evidence must be brought that proper maintenance was carried out at the specified intervals, that approved or recommended service products were used and that genuine MAN spare parts were installed. Therefore, we would ask

the vehicle owner
: to always have the maintenance work carried out only in authorised service centres and

the staff of the service centres
: to follow the instructions and recommendations given in this Maintenance Manual.

GENERAL INSTRUCTIONS

- Always fit new seals and gaskets to replace ones that have worked loose

Note: Non-damaged valve cover and intake seals made from aluminium/elastomers can be reused.

- Use a torque wrench to tighten connections for which a tightening torque has been specified
- Clean removed parts before refitting them. Check them for damage if the instructions do not recommend that you should renew them
- Fit new hose lines if the outer jacket is damaged or has become brittle. This also applies if the hose fittings are damaged or if the hose is coming out of its fittings
- The specialist staff responsible must determine the cause of malfunctions, incorrect settings and damage, even if the rectification of such problems does not form part of the maintenance work

MAINTENANCE WORK

Checking correct functioning

- Check that the equipment, unit or device is in an operational condition
- The functional check also includes a test drive

Checking the setting/play

- Measure the actual value. Check whether the actual value is within the specified tolerance band. Repair or renew the component concerned if it is out of tolerance.

Checking for wear

- Determine the degree of wear. Repair or renew the component concerned if the wear limit indicated has been reached.

Checking condition

- Check the appearance of the object, e.g. by looking for leaks, rust, cracks, pitting, deformation, damage and dirt

Checking firm seating

- Check fastenings and connections for signs of loosened screws or bolts, e.g. cracks in the paint, truncations and rust
- Tighten any screw or bolt connections which have become loose
- Check that slotted/castellated nuts have their locking elements fitted
- If the locking element has come loose or is missing, unscrew the slotted/castellated nut and tighten it again. Fit a new cotter pin and, if necessary, apply marking paint
- Fit new self-locking connections if the old ones have come loose or are damaged. Tighten the new connections and, if necessary, apply marking paint

Checking for leaks

- Check housing joins, lines and connections
- Tighten any connections which have come loose
- Depressurise the system before re-tightening a leaking screwed connection
- Immediately fit new hydraulic hoses if you notice damage or porosity on the old ones
- Immediately repair major leaks involving continuous oil or fluid loss

NOTES ON SAFETY

Always secure the vehicle to prevent it from rolling away before starting any maintenance work:

- Apply the parking brake and, if necessary, use wheel chocks (applying the retarder does not hold the vehicle when it is parked)
- Power-actuated parts and attachments must be secured against unintended movement

When the cab is tilted:

Danger of accidents!
Refer to the Operator's Manual for tilting and lowering the cab!

- Keep the area around the cab clear
- No-one is allowed to be between the cab and the chassis whilst the cab is being tilted
- Never lean on the vehicle whilst the cab is being tilted
- Always tilt the cab forwards past the tilting point to its final position
- Use the door arrester when the cab is tilted with the door open

Before starting the engine:

Danger of accidents!
Danger of accidents when starting the engine with a gear engaged!

- Apply the parking brake and shift the gearbox to neutral

Maintenance work when the engine is running:

- Parts of the engine, cooling system and gearbox become hot during operation – risk of burns
- Do not touch any rotating parts on the free ends of shafts, keep your distance, watch out for rotating fans
- Ensure adequate ventilation if you are working in enclosed spaces

When changing oil or fluid:

- Note the temperature of the oil or fluid – if it is hot from operation there is a risk of burns
- Carefully open caps if the systems and components are pressurised
- Do not change oil or fluid whilst the engine is running

Cleaning

Danger to life!
Stop the engine and switch off the ignition before washing the vehicle if the vehicle has a high-voltage (above 24 V) electrical system.

- Do not use inflammable liquids or toxic substances for cleaning
- Vacuum up the dust from cleaning wheel brakes or wet it, collect it and dispose of it

Connecting up/disconnecting at measuring and test connections:

- Only when the engine is switched off and the measuring point is depressurised

Raising and jacking up the vehicle:

- Locate the jack or support at the designated jacking points so that it cannot slip
- Do not start to work under the raised vehicle until it has been secured against rolling or sliding away, tipping over or dropping

If the vehicle has ECAS:

- Do not switch on the ignition whilst the vehicle is raised as this will activate the level control system
- After switching the ignition off, wait for up to 10 minutes before raising the vehicle

Stopping the engine in emergencies (only when vehicle is at a standstill):

- Apply the parking brake
- Engage a high gear
- Apply the service brakes and, **taking great care**, slowly engage the clutch and stall the engine (not possible with an automatic gearbox) or activate the emergency off switch (special equipment)

Service products

- Avoid unnecessary contact with service products
- Do not inhale harmful gases and vapours
- Wear a breathing mask or use an extractor when working in a dusty environment

TECHNICAL DATA

ENGINES

Engine model – common rail (EURO 3)	**D0836 LF 41**	**D0836 LF 44**	**D2876 LF 12**	**D2876 LF 13**
Rated output [1] (KW/hp) at engine speed (rpm)	206/280 2400	240/326 2400	353/480 1900	390/530 1900
Peak torque (Nm) at engine speed (rpm)	1100 1200-1750	1250 1200-1800	2300 1000-1300	2400 1000-1400
Valve clearance with engine cold (mm): Intake valve bridge/rocker arm Exahust valve bridge/rocker arm Exhaust valve bridge/EVB counter-holder	 0.50 0.50 0.50/0.35		 0.50 0.60 0.40	
Oil pressure with engine at operating temperature (bar): At idling speed At rated engine speed Operating limit at idling speed	 1.2-1.5 4.0-5.0 1.0			
Firing sequence	1–5–3–6–2–4			

Engine model (EURO 3)	**D2866 LF 26**	**D2866 LF 27**	**D2866 LF 28**	**D2876 LF 04**	**D2876 LF 05**
Rated output [1] (KW/hp) at engine speed (rpm)	228/310 1800-1900	265/360 1800-1900	301/410 1900	338/460 1700-1900	375/510 1900
Peak torque (Nm) at engine speed (rpm)	1500 900-1300	1700 900-1400	1850 900-1300	2100 900-1300	2300 1000-1300
Valve clearance with engine cold (mm): Intake valve bridge/rocker arm Exahust valve bridge/rocker arm Exhaust valve bridge/EVB counter-holder	 0.50 0.60 0.40				
Oil pressure with engine at operating temperature (bar): At idling speed At rated engine speed Operating limit at idling speed	 1.2-1.5 4.0-5.0 1.0				
Firing sequence	1–5–3–6–2–4				

Engine model (EURO 2)	**D2866 LF 36**	**D2866 LF 37**	**D2866 LF 32**	**D2876 LF 07**
Rated output [1] (KW/hp) at engine speed (rpm)	228/310 1700-1900	265/360 1800-1900	301/410 1800-1900	338/460 1800-1900
Peak torque (Nm) at engine speed (rpm)	1500 900-1300	1700 900-1300	1850 900-1300	2100 900-1300
Valve clearance with engine cold (mm): Intake valve bridge/rocker arm Exahust valve bridge/rocker arm Exhaust valve bridge/EVB counter-holder	 0.50 0.60 0.40			
Oil pressure with engine at operating temperature (bar): At idling speed At rated engine speed Operating limit at idling speed	 1.2-1.5 4.0-5.0 1.0			
Firing sequence	1–5–3–6–2–4			

[1] to ISO 1585–88/195 EEC

Tightening torques to Works Standard M 3059
With the exception of subordinate or tacking connections, screw connections without specially prescribed tightening torques should always be tightened using standard workshop torque wrenches or precision nut runners.
The tightening torques applied should not differ from the specified settings by more than ±15%.

Note on using the tables
- For strength pairings other than those given, use the tightening torque for the part in the lower strength class (e.g. bolt in strength class 8.8, nut in strength class 10; the tightening torque is determined from the 8.8/8 column).
- When tightening a part with a slot onto a part with a round hole, work from the side with the round hole.
- **Important note regarding collars with ribbed head contact surface (e.g. Verbus Ripp):**
  - Wherever possible, always tighten (to the applicable torque for the component concerned) on the side of the harder material when tightening soft components against hard ones.
  - Only use ribbed locking bolts in conjunction with steel washers on slots or components made from light alloy.
  - When re-assembling (e.g. following repairs), always use new bolts or nuts on the tightening side.
  - When tightening galvanised ribbed locking bolts onto components made from nodular cast iron (GGG) or from less hard materials, increase the settings indicated by approx. 15%.
- Under certain circumstances (e.g. unfavourable surface pairing with very low coefficient of friction), the bolt may tear or the nut thread may be damaged when tightening galvanised bolts. In such cases, reduce the tightening torque as necessary; however, the tightening torque must not be below 85% of the reference value.

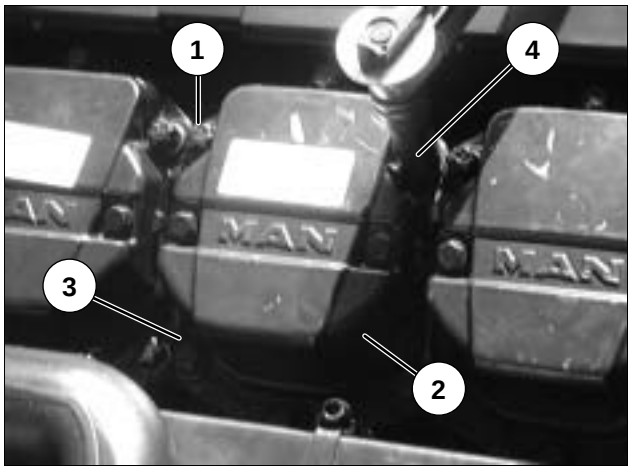
Bolts/nuts with external or internal hexagon heads, collarless or flangeless head:

	Strength classes (bolt/nut) in Nm		
Nominal thread size x pitch	**8.8/8**	**10.9/10**	**12.9/12**
M 4	2.5	4.0	4.5
M 5	5.0	7.5	9.0
M 6	9.0	13.0	15.0
M 7	14.0	20.0	25.0
M 8	22.0	30.0	35.0
M 8 x 1	23.0	35.0	40.0
M 10	45.0	65.0	75.0
M 10 x 1.25	45.0	65.0	75.0
M 10 x 1	50.0	70.0	85.0
M 12	75.0	105.0	125.0
M 12 x 1.5	75.0	110.0	130.0
M 12 x 1.25	80.0	115.0	135.0
M 14	115.0	170.0	200.0
M 14 x 1.5	125.0	185.0	215.0
M 16	180.0	260.0	310.0
M 16 x 1.5	190.0	280.0	330.0
M 18	260.0	370.0	430.0
M 18 x 2	270.0	390.0	450.0
M 18 x 1.5	290.0	410.0	480.0
M 20	360.0	520.0	600.0
M 20 x 2	380.0	540.0	630.0
M 20 x 1.5	400.0	570.0	670.0
M 22	490.0	700.0	820.0
M 22 x 2	510.0	730.0	860.0
M 22 x 1.5	540.0	770.0	900.0
M 24	620.0	890.0	1040.0
M 24 x 2	680.0	960.0	1130.0
M 24 x 1.5	740.0	1030.0	1220.0

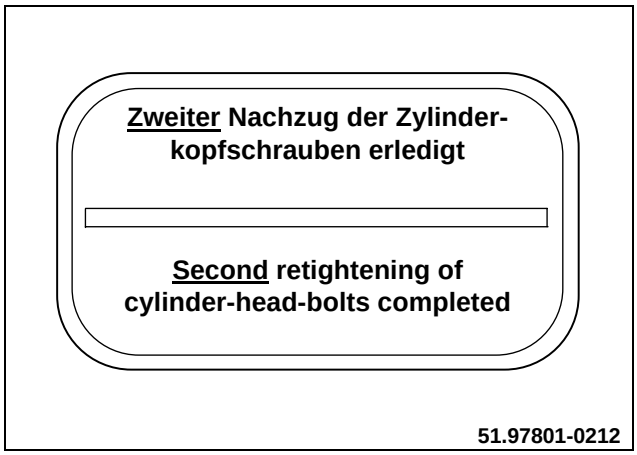
ENGINE (D2866 LF 26, 27, 28, 32, 36, 37; D2876 LF 04, 05, 07;

CYLINDER HEAD BOLTS

Retightening cylinder head bolts in accordance with the tightening diagram
The 2nd retightening shown here is part of the first service (E).
– **Do not** loosen the cylinder head bolts beforehand
– Only retighten the four bolts indicated
– The engine temperature is not important



- Stop the engine
- Tilt the cab
- Retighten the cylinder head bolts by 90° (¼ turn) in accordance with the tightening diagram (sequence ①, ②, ③, ④)
- Then check the valve clearance and adjust it if necessary
- After retightening the cylinder head bolts, remove the old adhesive label (MAN no. 51.97801-0211) and, in its place, affix the adhesive label containing the text opposite (MAN no. 51.97801-0212)
- Lower the cab



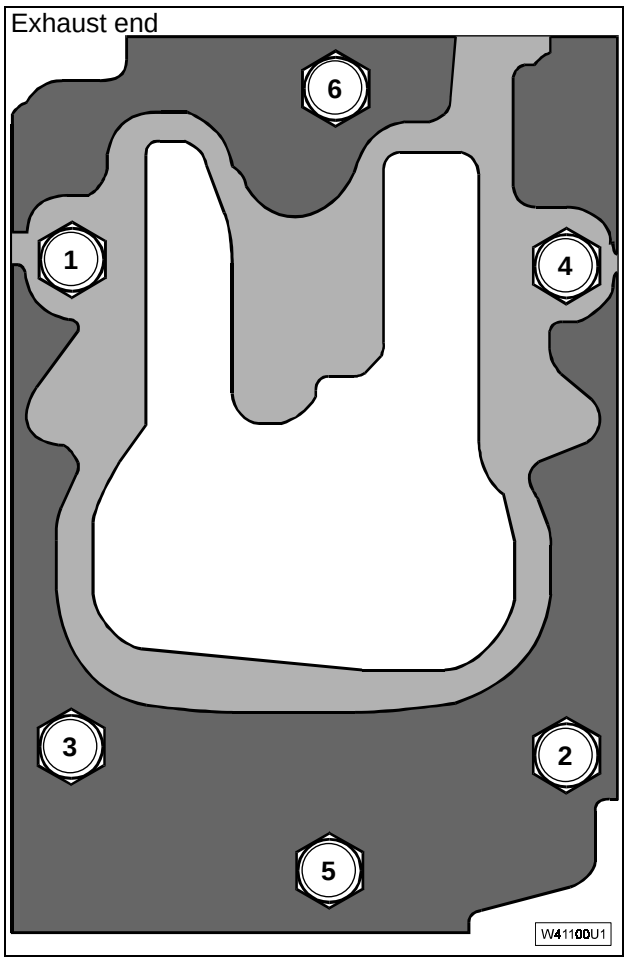
D28 ENGINE – retightening for newly delivered vehicles or new and reconditioned engines
Distinguishing feature: **No** "First retightening of cylinder head bolts completed" adhesive label on one of the valve covers.

In the case of the engines with modified cylinder liners, first retightening of the cylinder head bolts no longer takes place at the factory.
The "First retightening of cylinder head bolts completed" adhesive label is therefore omitted.

However, the cylinder head bolts must be retightened during the next appropriate service, after 1000 km at the earliest and after 45,000 km at the latest. Also see Service Information "124000 – D28 cylinder head" dated 10.03.2003.

- Retighten the bolts tightened by angle by 90° (¼ turn), without loosening them, in accordance with the tightening diagram (sequence ① to ⑥)

See figure on the right for tightening diagram.

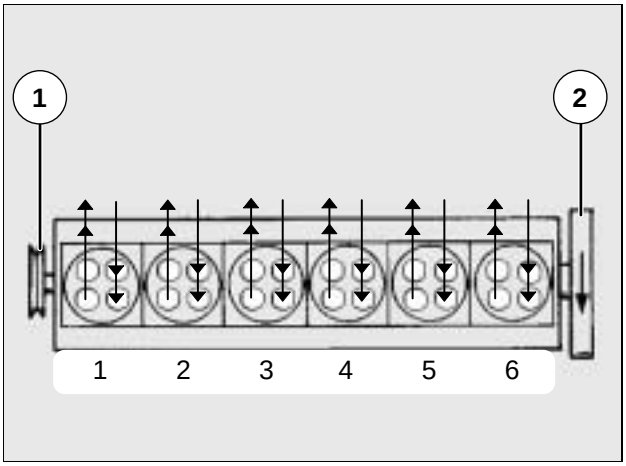


Cylinder order and valve arrangement
- Cylinder order: 1 to 6
- The 1st cylinder is at the fan end
- Firing sequence: 1 – 5 – 3 – 6 – 2 – 4

1 Fan end
2 Gearbox end (power output)

Intake valves

Exhaust valves

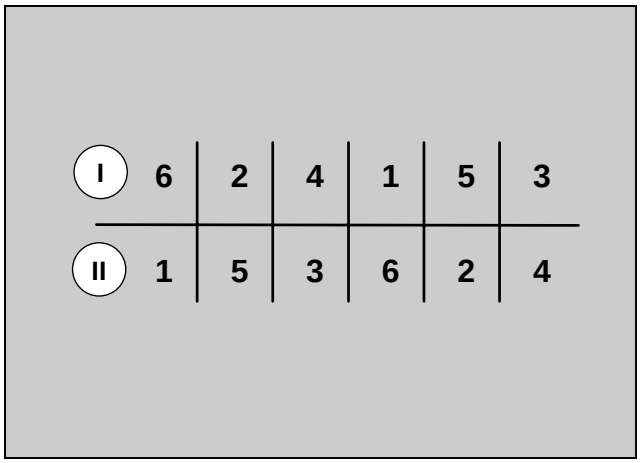


- Move the piston of the cylinder requiring adjustment to ignition TDC. To do this:
  Use the engine barring gear to turn the flywheel until the valves on the cylinder concerned have been relieved; the flywheel can be blocked in this position.

The rocker arms of the synchronous cylinder are then in overlap.

Ⓘ Valves in overlap, cylinder:

Ⓘⓘ Check/set valve clearance, cylinder:



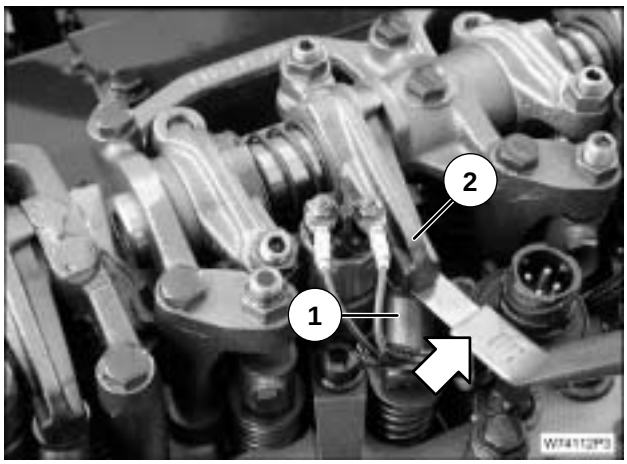
I	6	2	4	1	5	3
II	1	5	3	6	2	4

Valve clearance (with the engine **cold**)
Intake valve ..... 0.50 mm
Exhaust valve ..... 0.50 mm
Counter-holder EVB ..... 0.35 mm

Intake valve
Desired valve clearance:
Intake valve ..... 0.50 mm

- Insert the feeler gauge (↗) between rocker arm ② and valve bridge ①.

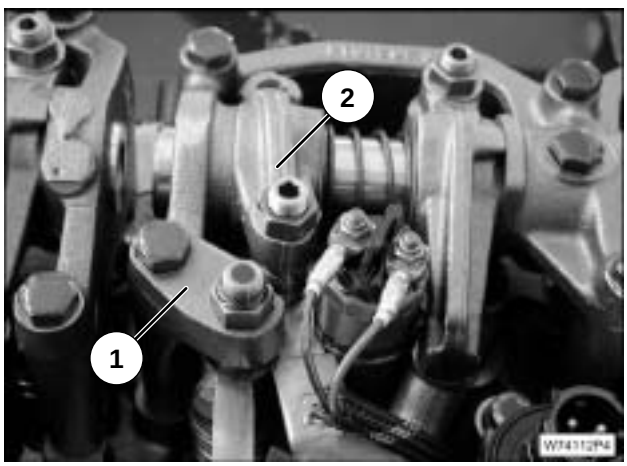
You must be able to move the feeler gauge with little resistance.
Adjust the valve clearance if the desired value is not obtained.



Exhaust valve with EVB
Desired valve clearance:
Exhaust valve/rocker arm ..... 0.50 mm
Counter-holder EVB ..... 0.35 mm

- Use the feeler gauge to measure the clearance between the rocker arm ② and the valve bridge
- Use the feeler gauge to measure the clearance between the counter-holder ① and the valve bridge

You must be able to move the feeler gauge with little resistance.
Adjust the valve clearance if the desired value is not obtained.



TIGHTENING COOLING SYSTEM HOSE CLAMPS

Retighten the cooling system hose clamps during the running-in service.

Tightening torques [1)]

Entire cooling system [2)]:
Standard part M3259 (belt width 12 mm) .... 5.0 Nm
Breather line on expansion tank:
Standard part M7.751-30 (belt width 9 mm).. 3.5 Nm

[1)] also see Service Information 33900b dated 08.07.2002
[2)] with the exception of breather line on expansion tank

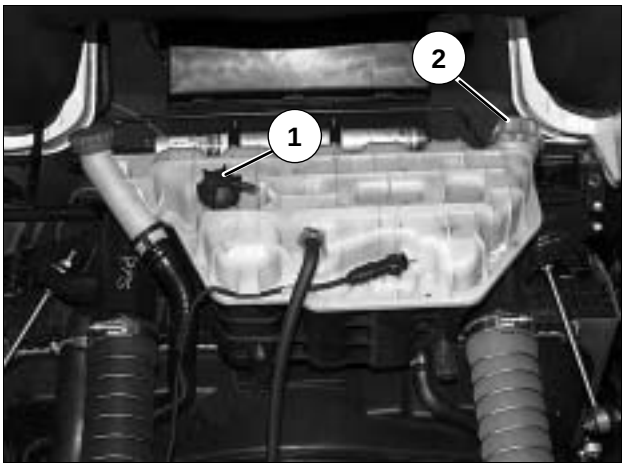
CHANGING THE COOLANT

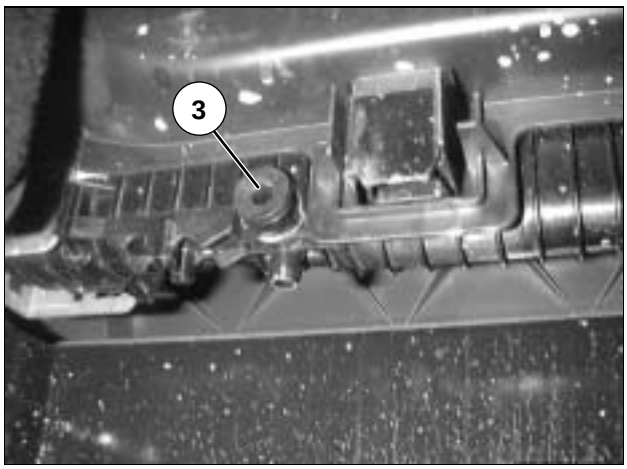
The following must be changed every 500,000 km or 4 years as specified in the "Checklist for maintenance work" section:
– Coolant
– Pressure-relief valve ①, see page 6

Dispose of used coolant in the correct manner; refer to section 0.50 "Environmental protection".

Danger of scalding!
– **Only open filler neck screw cap ② when the engine is cool or the cooling system is depressurised; otherwise, there is a risk of scalding!**
– **Carefully open the pressure-relief valve ①. Allow the excess pressure to escape and then close it again.**

- Set the vehicle heating to full power
- Stop the engine
- Tilt the cab



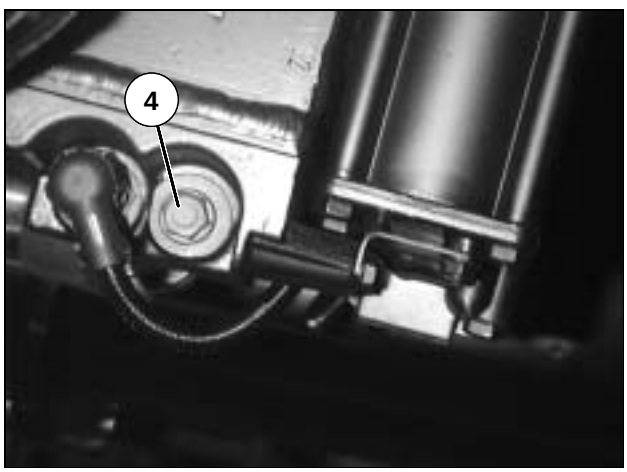


Draining the coolant

- Collect the coolant in suitable containers and dispose of it in the correct manner
- Screw off the cap ② on the filler neck
- Unscrew the drain plugs ③ and ④
- Open the temperature control lever, do **not** pull hoses off the cab
- Drain all the coolant
- Screw in and tighten the drain plugs ③ and ④
- Lower the cab

Tightening torques

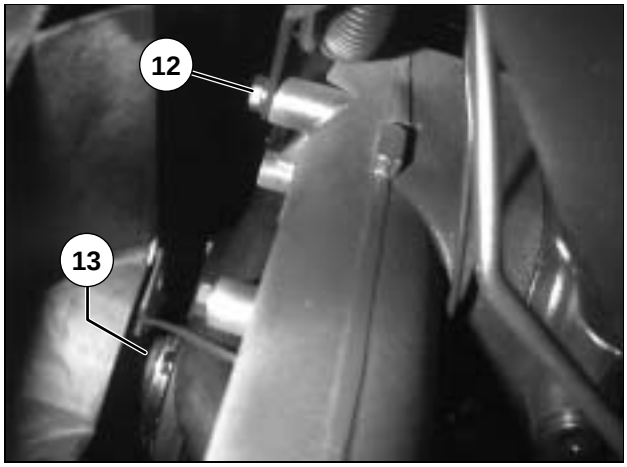
Drain plug ③ on radiator ..... 4 - 5 Nm
Drain plug ④ on ZF-Intarder..... 35 Nm



- Insert and tighten the mounting bolts ⑬ for the fan clutch
- Insert and tighten the mounting bolt ⑫ for the cable clamp
- Tension the poly-V-belt (see page 1)

Tightening torques
Cable clamp ⑫ ..... 22 Nm
Fan clutch ⑬ ..... 45 Nm

- Lower the cab

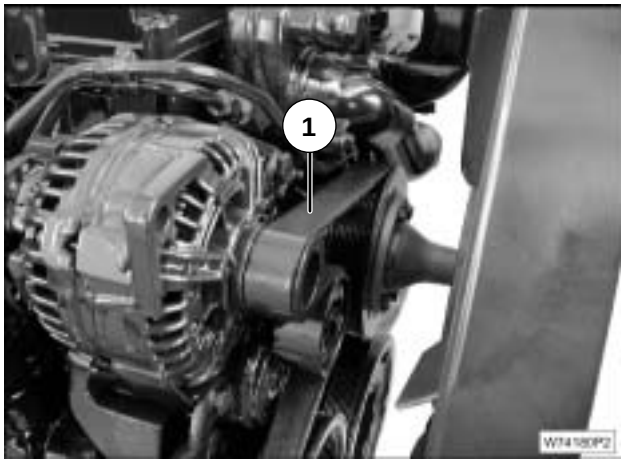


POLY-V-BELT D0836 LF

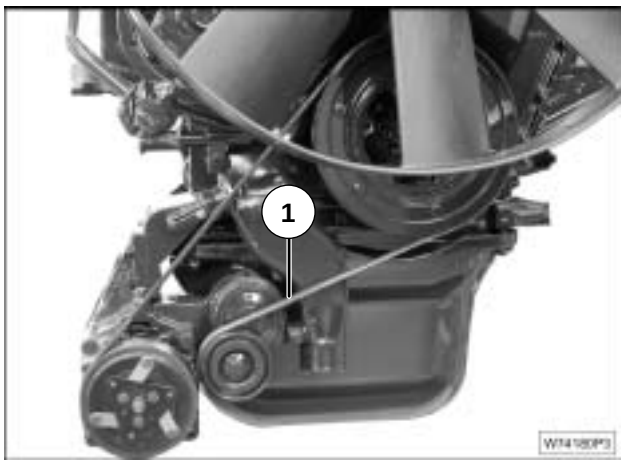
TENSION
The poly-V-belt is retensioned automatically.

CHECKING CONDITION
- Check the poly-V-belts ① for cracks, oily patches, vitrification and wear

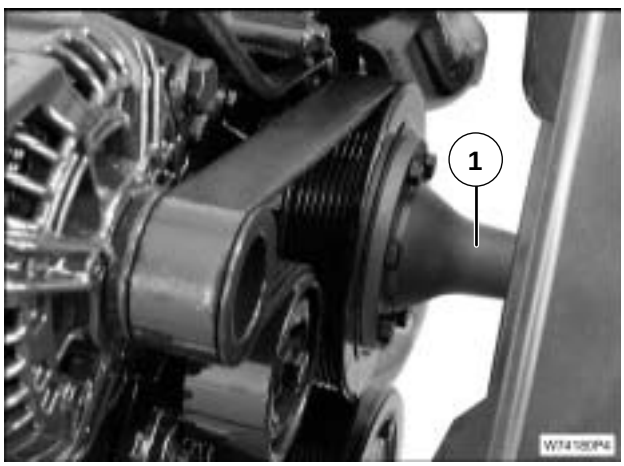
Renew poly-V-belts that are damaged or worn.
Have any leaks repaired immediately by a MAN Service workshop.



Example illustrated for D0836 LF engine with air-conditioning system



RENEWING
- Remove the casing fan ①

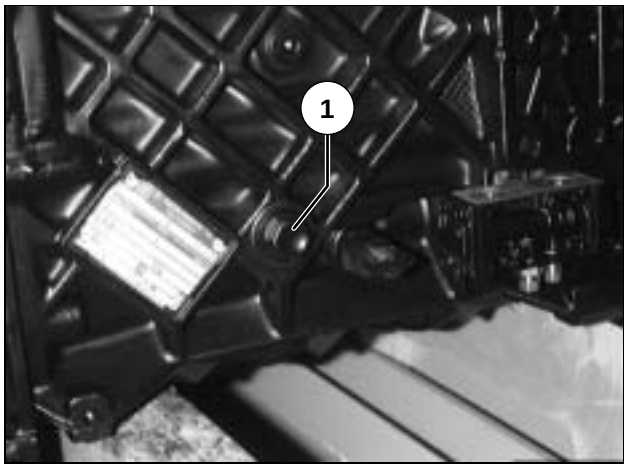


MAN ComfortShift MANUAL GEARBOX with POWER TAKE-OFF (NMV 221)
16-speed manual gearbox and flange-mounted engine-dependent power take-off NMV 221. The manual gearbox and the engine-dependent power take-off share the same oil circuit.

OIL LEVEL

Checking (with gearbox oil **cold**, <40 °C)
Do not check the oil level immediately after driving (incorrect reading). Only check once the gearbox has cooled down.

Note: Check the gearbox for leaks each time you check the oil.



- Park the vehicle on a flat, level surface
- Stop the engine
- Put an oil pan or similar underneath
- Unscrew and remove oil filler plug ①

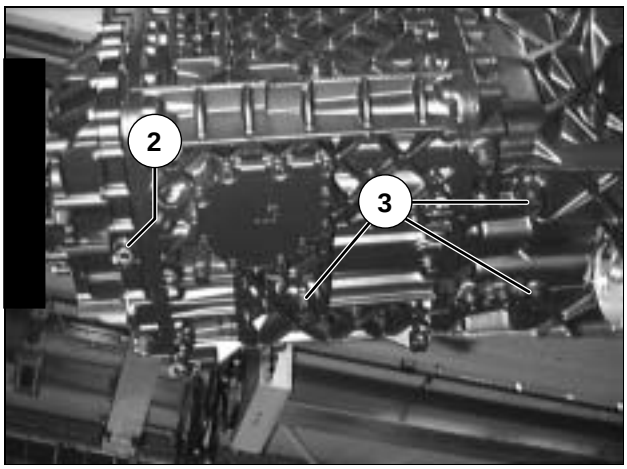
The oil must reach the bottom edge of the checking and filler hole. Top up until oil overflows, if necessary.

- Fit a new sealing ring on the oil filler plug
- Screw in and tighten the oil filler plug

Tightening torque
Oil filler plug ① ..... 60 Nm

OIL CHANGE (with the gearbox at **operating temperature**)
Change the oil after a long drive whilst the gearbox oil is still at operating temperature and has low viscosity.

Note: Each time you change the oil, renew the oil filter (see next page) and, in the case of vehicles with semilifetime oil fill, renew the breather, see section 2.49.



Draining the oil

- Put an oil pan or similar underneath
- Unscrew and remove oil drain plugs ② and ③ and drain all the oil
- Clean the magnetic stopper on oil drain plug ② and renew all the sealing rings
- Take out the used filter and insert a new one

- Cut the new PA pipeline to the desired size

Only use a plastic cutting shears (MAN no. 08.02350-9004) for cutting the pipeline to size. This is the only tool that ensures the clean and perpendicular cut that is necessary for successful assembly. It is not necessary to rework the cut, e.g. deburring on the inside and outside.

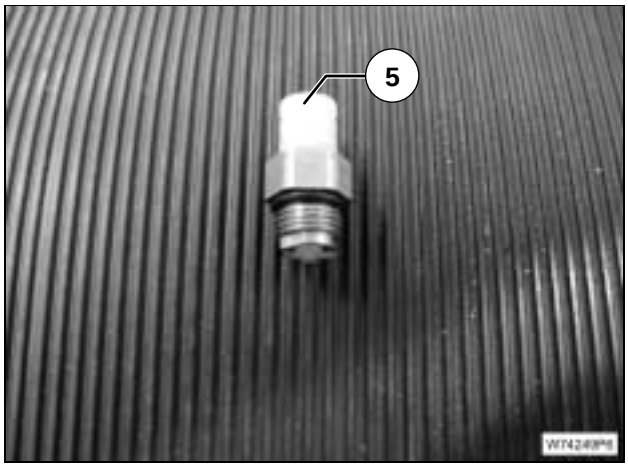
- Mark the required connection insert depth (19.5 mm) on the PA pipeline that is to be fitted

This enables an immediate visual check for ensuring correct PA pipeline assembly.

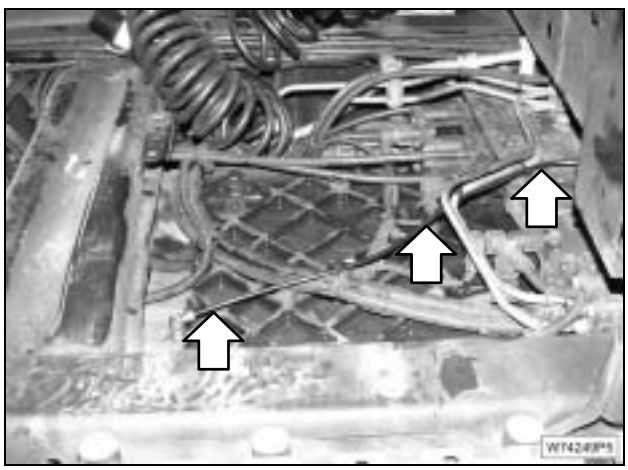
– **Do not heat the PA pipeline when routing it under any circumstances!**
– **Keep the PA pipelines well away from any sources of heat.**

- Route the PA pipeline so that it is free from kinks, chafing and tension. Observe the marks made whilst removing the components
- Remove the connection system plastic cap (assembly stopper) concerned ⑤ from the gearbox or axle breather
- Press the clean PA pipeline (without paint residue or similar) into the plug connection until the stop is reached. You must overcome the resistance provided by the round rings and the toothed ring within the connection system.
- Briefly pull back the PA pipeline so that the holding edges running around the inside of the plug connection engage in the PA pipeline jacket

Check the "insert depth" mark on the PA pipeline!



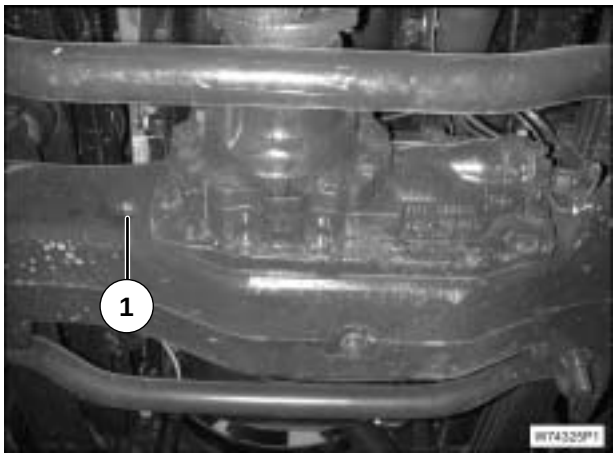
In the case of the gearbox, ensure that the PA pipeline rises (↑) in addition to checking that it is free from kinks, chafing and tension!



DRIVEN FRONT AXLE VP – 09

AXLE CENTRE DRIVE

OIL LEVEL



Checking
- Park the vehicle on a flat, level surface
- Stop the engine
- Put an oil pan or similar underneath
- Unscrew and remove checking and filler plug ①

The oil must reach the bottom edge of the checking and filler hole. Top up until oil overflows, if necessary (see "Maintenance Recommendations and Recommended Service Products" booklet for oil specification).

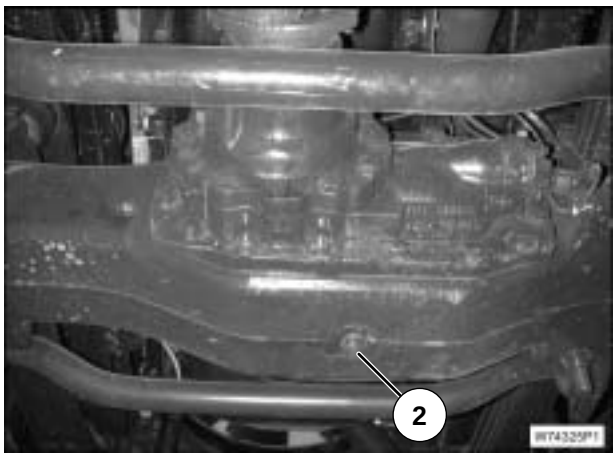
- Screw in and tighten the checking and filler plug

Tightening torque
Checking and filler plug ① ..... 100 Nm

CHANGING THE OIL (with gearbox at **operating temperature**)
Change the oil after a long drive whilst the gearbox oil is still at operating temperature and has low viscosity.

Draining the oil
- Put an oil pan or similar underneath

Danger of burns!
Touching the gearbox or the gearbox oil can cause burns!

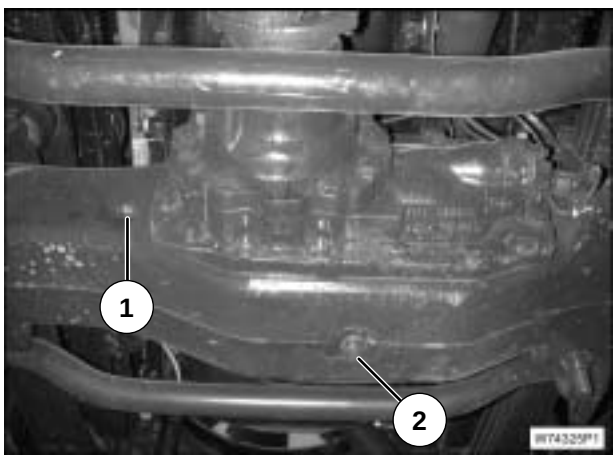


- Unscrew and remove the oil drain plug ②
- Drain all the used oil
- Clean the magnetic stopper on the oil drain plugs

Filling with oil
The decisive factors in obtaining the required oil quantity are filling the oil correctly and performing the oil level check precisely.

Gearbox oil specification
see ....."Maintenance Recommendations and Recommended Service Products“ booklet

Gearbox oil fill quantity
see ....."Technical Data" or "Maintenance Recommendations and Recommended Service Products" booklet.



Danger of damage!
Ensure that the thread for the oil drain plug in the gearbox housing is absolutely clean!

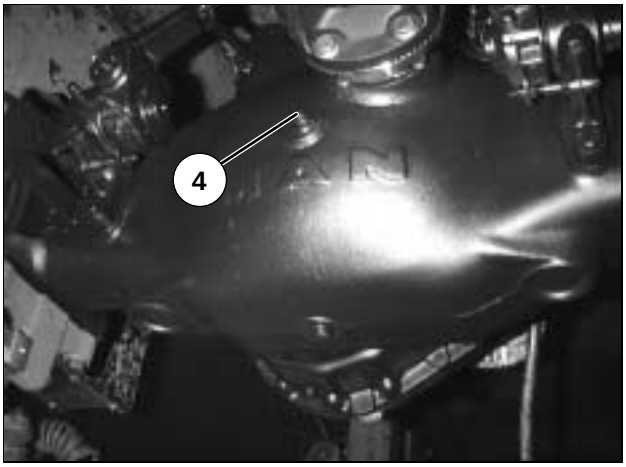
- Screw in and tighten the oil drain plug ②
- Unscrew and remove checking and filler plug ①

- Pour approx. 80% of the desired quantity through checking and filler hole ④ on the axle centre drive

Then:

- Pour the rest of the oil into power divider filler hole ① until the oil overflows at the filler and checking hole ④ on the axle centre drive
- Screw in and tighten the checking and filler plugs

Tightening torques
Oil filler plug ① (see page 1) ..... 70 Nm
Checking and filler plug ④..... 70 Nm



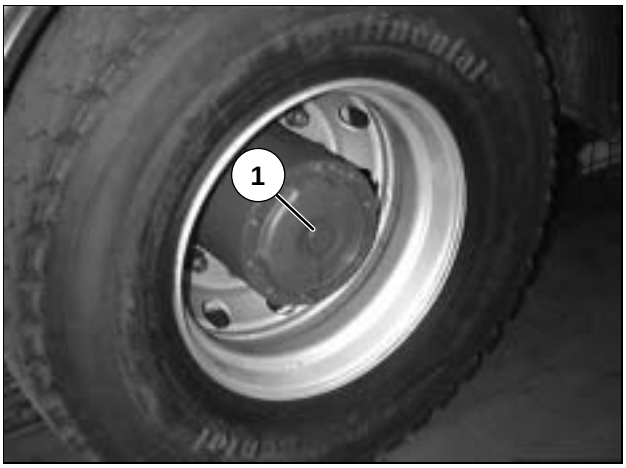
PLANETARY HUB DRIVE

OIL LEVEL

Checking
- Park the vehicle on a flat, level surface
- Unscrew checking and filler plug ①

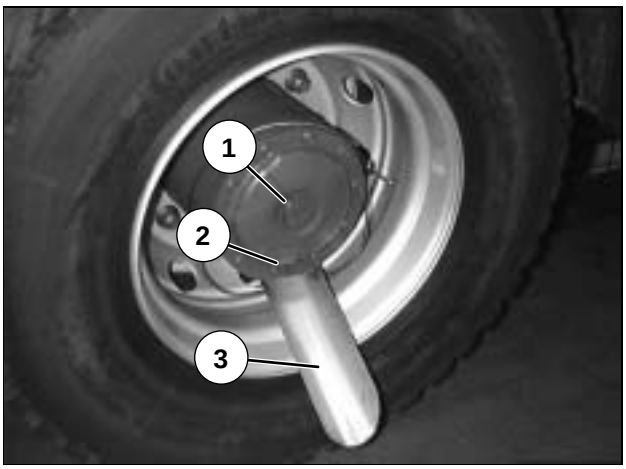
The oil must reach the bottom edge of the checking and filler hole. Top up until oil overflows, if necessary.
- Fit a new sealing ring on the checking and filler plug
- Screw in and tighten the checking and filler plug

Tightening torque
Checking and filler plug ①
M45x1,5 Aluminium cover ..... 180 Nm
M45x1.5 Sheet-steel cover..... 325 Nm



OIL CHANGE

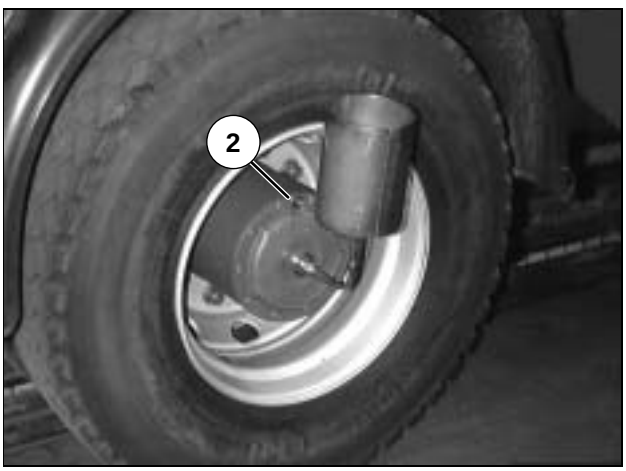
Draining the oil
- Park the vehicle on a flat, level surface
- Align the oil drain plug ② at its lowest point and fit oil drain chute ③ MAN no. 80.99629-0001
- Unscrew the oil drain plug
- Unscrew checking and filler plug ①
- Drain all the oil
- Collect the oil in suitable containers and dispose of it in the correct manner



Filling with oil
The decisive factors in obtaining the required oil quantity are filling the oil correctly and performing the oil level check precisely.

Oil fill quantity and specification
see ....."Maintenance Recommendations and Recommended Service Products" booklet, fill quantities are listed in section 0.70, "Technical Data".

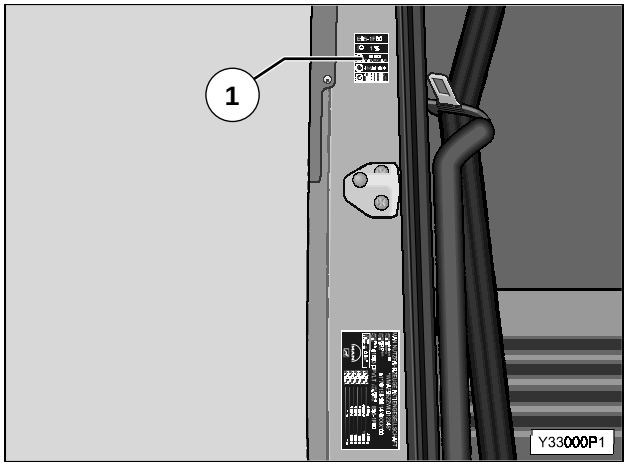
- Align drain hole ② at its highest point to allow better ventilation



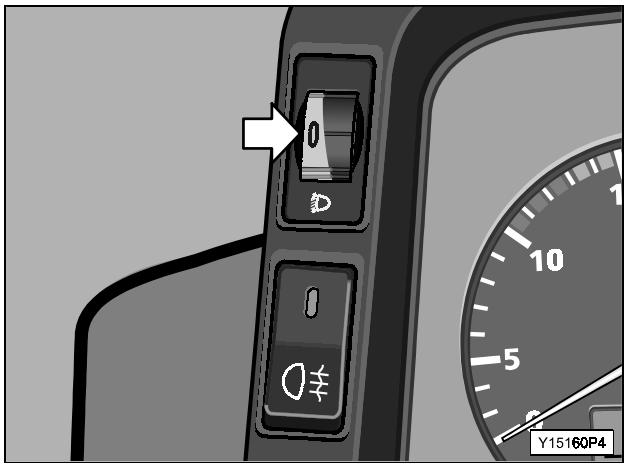
HEADLIGHTS

ADJUSTMENT

General information
The vehicle and the setting instrument must be standing on a flat, level surface. Only check and adjust the headlight settings when the vehicle is unladen and the tyres have been inflated to the specified pressure.
When adjusting the headlights, also refer to the headlight setting plate ① (co-driver side) and the "Headlight beam adjustment" table MAN no. 81.25000-8358 (also see Operator's Manual).
Use the Torx T20 tool for all adjustment work.

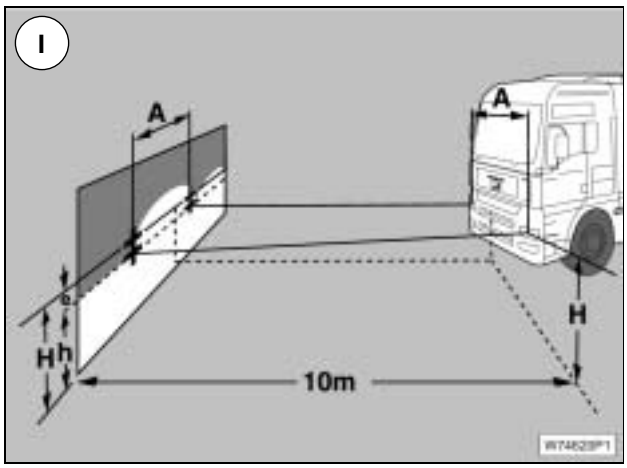


Checking (general description)
- In the case of vehicles with **manual headlight beam adjustment,** the adjuster must be in position "**0**" (→), see Operator's Manual for setting.
- In the case of vehicles with **automatic headlight beam adjustment** (LWR) and xenon headlights, the adjustment feature must be deactivated using MAN-Cats before adjusting the headlights (position "0").



Checking/adjustment can be performed using an optical setting instrument (see the operating instructions provided by the manufacturer concerned) or a white screen (wall) positioned 10 m away and parallel to the front of the vehicle.

The following general description is based on a left-hand drive vehicle with asymmetrical driving lights.

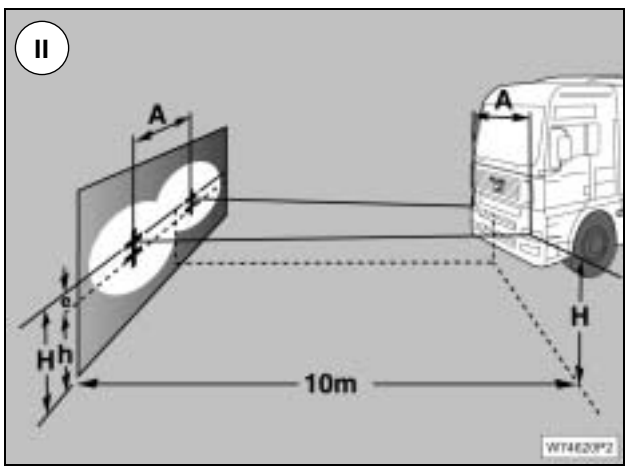


Key to diagrams:
Figure **I** = Headlight low beam
Figure **II** = Headlight high beam

H = Height of the middle of the headlight above the ground in mm

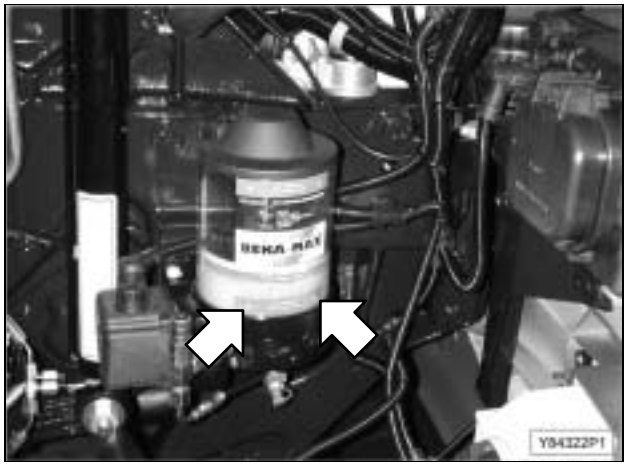
h = Height of the separating line on the screen (wall) above the ground in mm

e = H minus h
Setting (e) for vehicles with leaf suspension:
Headlight = see adhesive label ① inside the right-hand door next to the type plate, indicated in % (1% = 100 mm, 1.5% = 150 mm, 2% = 200 mm, etc.)
Fog lamps = 400 mm
Setting (e) for vehicles with air suspension:
Headlights = 100 mm
Fog lamps = 200 mm



A = Headlight centre-to-centre distance

BEKA-MAX CENTRAL LUBRICATION SYSTEM
Pump type EP-2000



LUBRICANT LEVEL

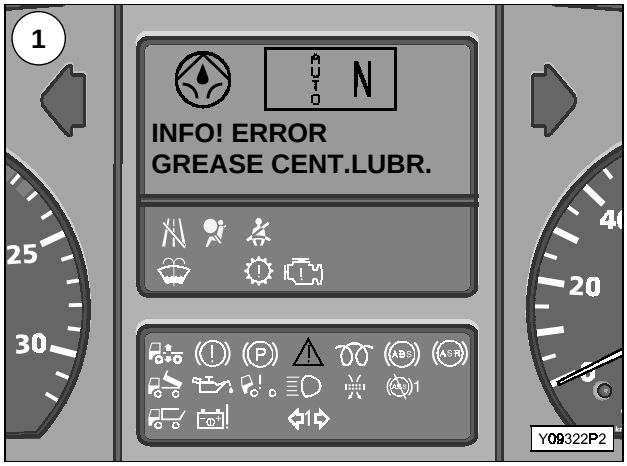
Checking

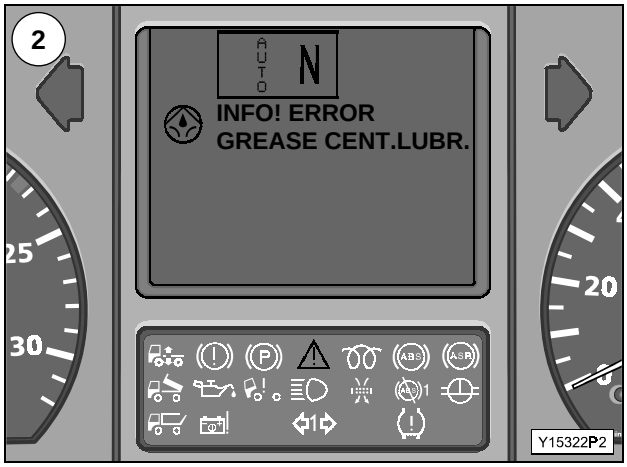
- Check the lubricant level in the transparent tank

The lubricant needs topping up if the level has fallen to the MIN mark (→).

If the tank is empty, the driver's display also indicates the "central lubrication" symbol and the text "INFO ERROR GREASE CENT.LUBR.".

– Baseline Figure ①
– Highline Figure ②





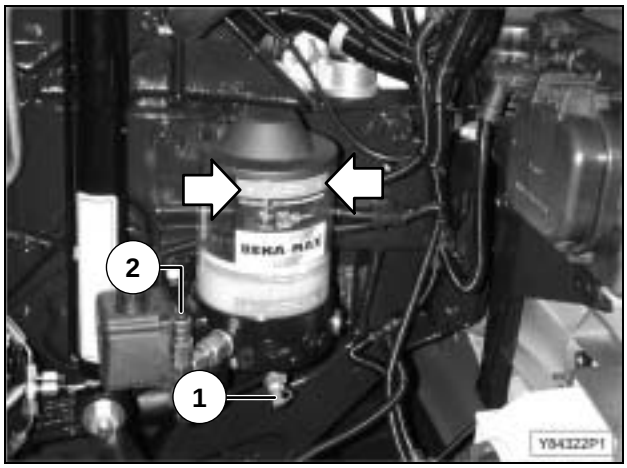
LUBRICANT TANK

Filling

Lubricant specification
see ....."Maintenance Recommendations and Recommended Service Products" booklet

- Tilt the cab, see Operator's Manual section 4.01 or 4.02
- Remove protective cap ① from the filling nipple
- Clean the filling nipple
- Use a grease gun to fill up the tank to the MAX mark (→)
- Fit the protective cap on the filling nipple

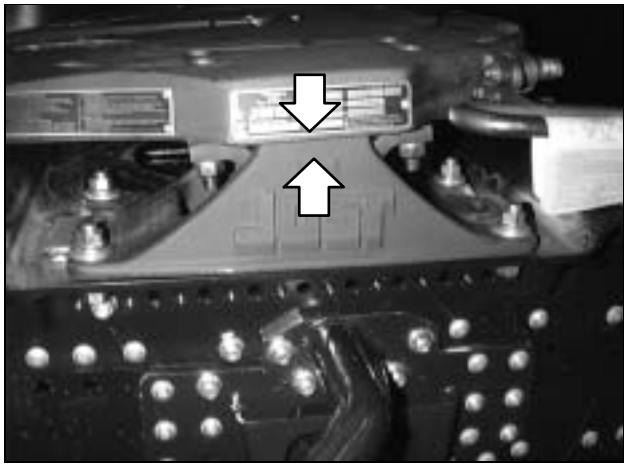
Note: There is a fault in the system if lubricant emerges at the pressure-relief valve.
Have the central lubrication system checked at a MAN Service workshop.



CHECKING MOUNTS

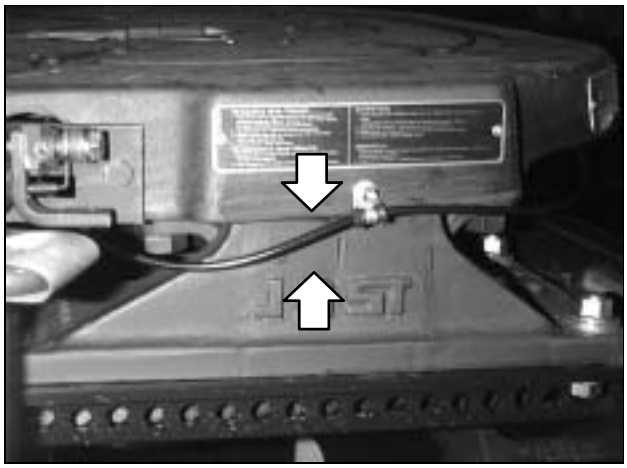
Mount C (JSK 37C)

Vertical wear:
The distance between the fifth wheel coupling plate (↓) and the top edge of the wear mark (↑) or Jost marking (if no wear mark present) must be at least 5 mm when a laden semitrailer is hitched up.
Otherwise, fit new rubber cushioning.



Mount C (JSK 38C–1)

Vertical wear:
The distance between the fifth wheel coupling plate (↓) and the top edge of the Jost marking (↑) must be at least 22 mm when a laden semitrailer is hitched up.
Otherwise, fit new rubber cushioning.



Mount G (JSK 38G–1)

Radial play on the bearing blocks (example illustrated) and in the rocker mount.....max. 4 mm
Longitudinal (axial) play of the coupling plate on the rocker pin .....max. 2 mm