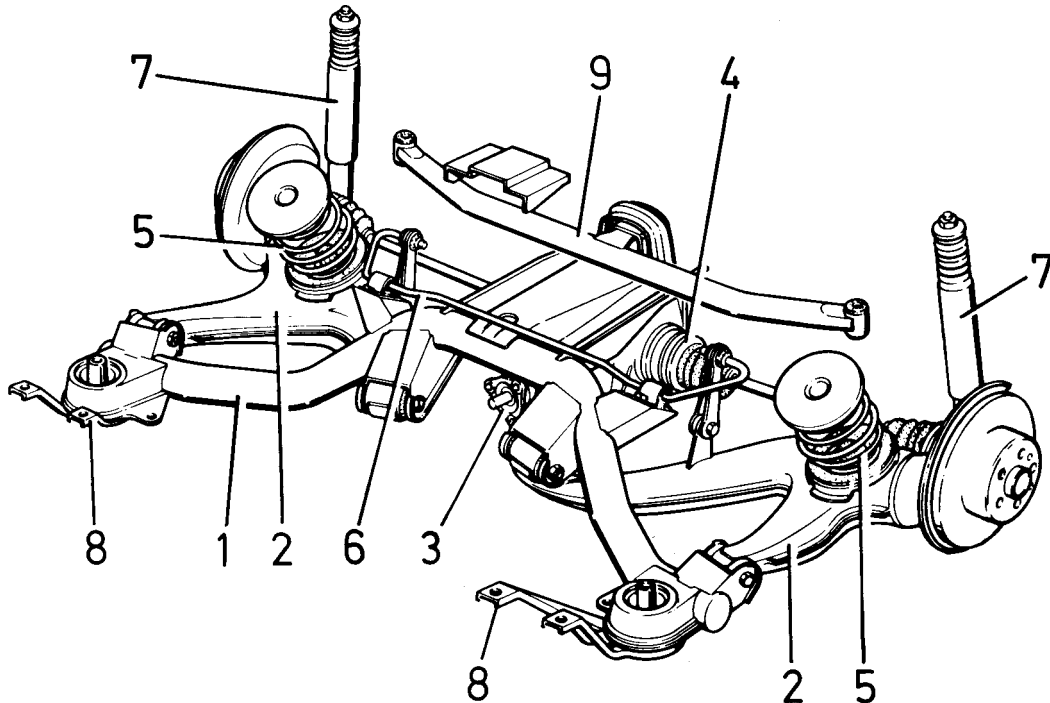


Rear axle, rear suspension

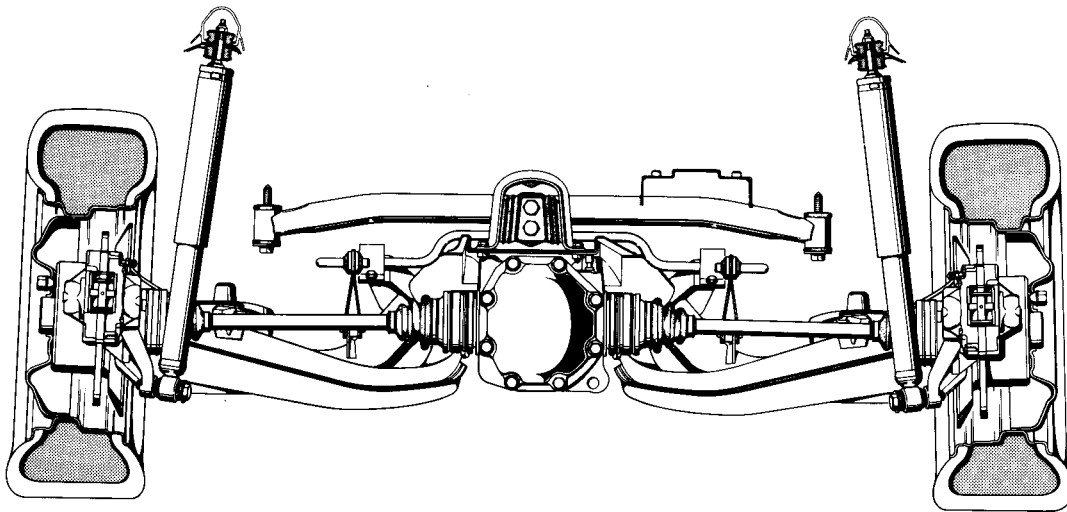


- | | |
|-----------------------------|---------------------------------------|
| 1 cross beam in pipe design | 6 stabilizer |
| 2 diagonal steering wheels | 7 shock absorber |
| 3 final drives | 8 props for cross beams at under body |
| 4 drive shaft | 9 differential carrier at under body |
| 5 rear springs | |

Deviating from vehicles with front wheel drive for the all-wheel drive a new, specific trailing arm for rear axle suspension, which already admitted concept of the Omega A/Senator B on that construct, was developed.

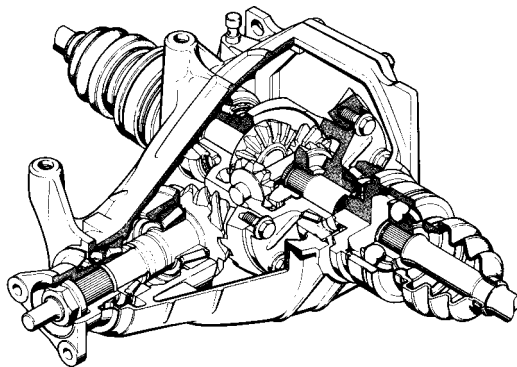
The specific trailing arm receives a spatially bent axis, whereby the vehicle obtains relatively high negative tire camber values of $1^{\circ}40'$ and accordingly good side guidance.

The final drive became, as integrates already with the Omega A, from the springy rear axle system separately and with four fixing bolts into the crossbeam.



● **Service**

Locking rings in the rear wheel drive holds the rear-wheel drive waves.
The homokinetic joints are microencapsulate and thus maintenance-free. No new special tools. For the repair of the rear wheel drive the same special tools as for the Omega are used.



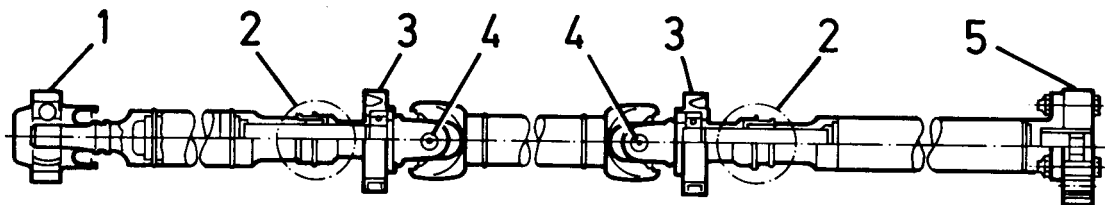
Cardan shaft

The drive train inserted with the all-wheel drive was conceived, due to the power transmission to the rear axle, again for these vehicles and differs from the design of the so far built-ins in the OPEL vehicles.

By the independent suspension the movement components unwanted occurring with the wheels when the in and releasing for drive shafts become,

the vertical movement. Due to the spring travel,
and the horizontal movement. Due to suspension geometry,

eliminates.



1. homokinetic joint, in front
2. front and rear sliding teeth with clamping nut/mother
3. front and rear centre bearing
4. Hooke's joints
5. single-disc joint, in the back

● **Service**

A substantial advantage of this drive shaft is that with removal and replacement by transmission, transferbox and rear wheel drive the drive shaft does not have to be removed. Depending upon type of the repair the front or rear clamping nut/mother of sliding teeth (2) is unscrewed and the homokinetic joint or the single-disc joint with the drive shaft pipe is shifted.

Thus there is sufficient workspace for respective removal and replacement.

Correct disassembling and mounting of the drive shaft sliding piece of the transferbox:

Disassembling

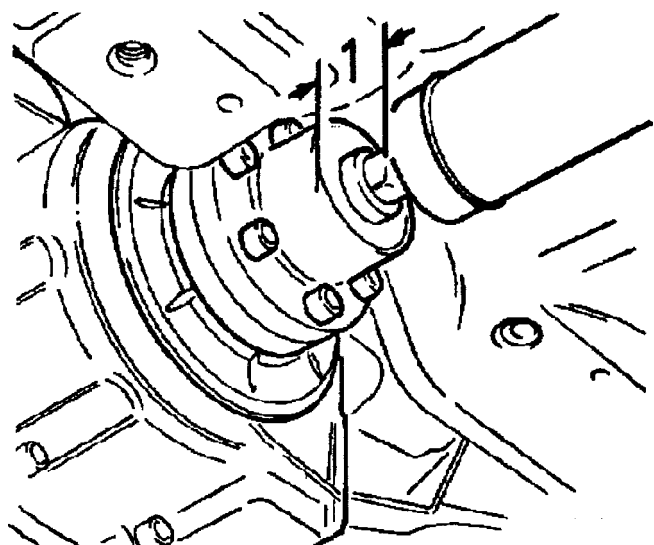
Clamping nut/mother unscrew by KM-624. Push afterwards drive shaft together in itself.

Mounting

Consider absolutely **correct setting dimension** of the drive shaft.

Otherwise the homokinetic joint will be destroyed.

scale "1" = 30 ± 2 mm



If setting dimension is adjusted,
attract clamping nut/mother with KM-
624.
Torque: 40 Nm

