36 10 058 Electronic balancing of left or right rear wheel (finish balancer)

Note:

Always balance wheels in a stationary state prior to electronic balancing,

refer to 36 10 508

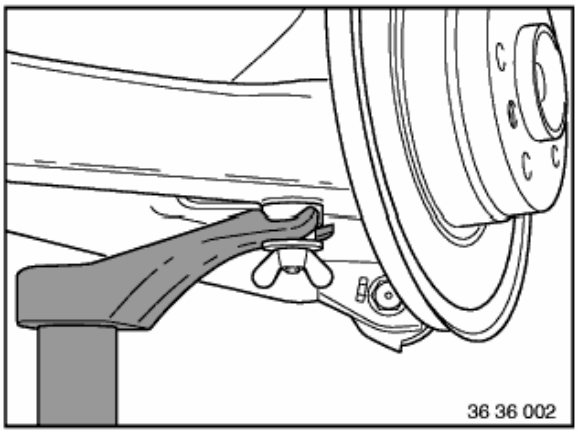
Caution!

Balancing should always be carried out on a solid surface (concrete floor without basement).

Also refer to Service Information bulletin,

group 36

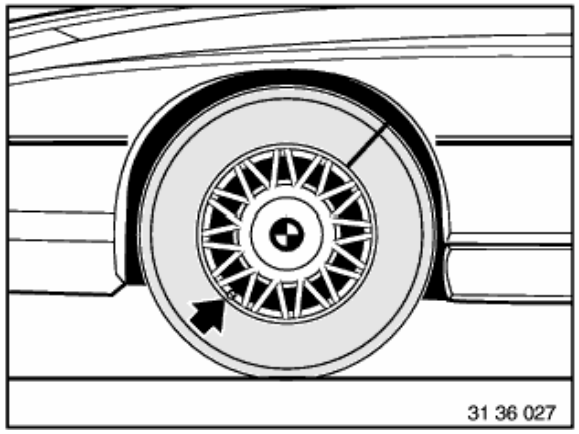
If during finishing one wheel a display value in excess of 15 g appears, possible causes (e.g. imprecise stationary balancing, centring etc.) must be traced and remedied before finishing (also refer to Service Information bulletin 36 04 83 (196)) and the finished wheels must then be checked again.



Apply balancing gauge on trailing arm as close as possible to wheel.

Use a suitable take-up pivot or additional pivot (refer to Service Information bulletin or Workshop Equipment).

Apply a trolley jack underneath final drive with light pressure to decouple oscillation from final drive.



Make a chalk mark on side of tire opposite valve.

Check whether rear wheels can be turned easily.

Connect wires for test sensor.

Caution!

Balance wheel according to instructions supplied with balancing machine.

Balancing is carried out with engine power at approx. 100 km/h.

This requires a smooth-running engine without misfiring, closed doors, engine bonnet and luggage-compartment lid as well as a driver sitting quietly in car.

Exhaust-gas extraction hoses must not touch tail panel.