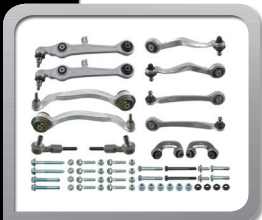


Solution



Make sure to tighten the fastening screws of the exchanged suspension arm in the deflected state in any case to avoid complaints. The tightening of the screws in the rebound state is a serious assembly error that results in an overload of the rubber bearings. This may lead to cracks that result in the premature failure of the rubberbearing. The axle geometry changes and causes additional costs (increased tyre wear!).



Therefore, some SWAG suspension arms provide of a rubber bearing where the installation position is identified by a marking:

e.g. with the SWAG suspension arm for the Audi A 4 front axle

**SWAG no. 32 73 0017
suited for comparison no. 4DO 407 151 P**

The marking of the suspension arm and the countermarking on the drive assembly carrier must match. Then, your customer is on the safe side!

Your advantage in terms of quality: OE rubber bearings are additionally pressed into the cross struts in the SWAG production in Wuppertal.

**Please ask your SWAG partner for spare parts by SWAG!
You will also find all spare parts at www.swag.de**