

To maintain the prescribed rear-wheel camber, allowance must be made for the variation in loaded heights of the rear springs by setting the lower spring plate. The spring plate can be set in four different notch positions, and if necessary, an additional compensating rubber ring can be inserted at the top between the spring plate and the spring (see Job No. 32—5, Paragraphs 7—11). The table above gives the correct notch position for each spring length, after allowance has been made for the compensating rubber ring.

In the case of the single-jointed rear axle, the left and the right axle halves are of different lengths. The left axle half, measured from the torsion bar, is 42 mm longer than the right axle half. Because of the different lengths of the two lever arms, a difference in the characteristic of the two springs is unavoidable. Both springs are designed so that the helical deflection coefficient is the same at the left and the right. For the same reason, when the car is standing in a horizontal position, the rear-wheel camber is different at the left and the right. In curb condition, the camber at the left is theoretically 0° 10' less than that at the right.

C. Springs and Shock-Absorbers, Optional Version

In all cases where harder springing is necessary, the following parts can be installed in place of standard springs and shock-absorbers:

1. Front Springs:

Instead of standard front springs the following springs can be installed:

Harder Front Springs for Bad Roads (optional, SA 10 014)

Part No.	Load capacity (maximum front axle load) kg	Free length of spring in mm	Trim dimension i. e. spring length under normal load in mm	Load		Spring rate per 100 kg of load in mm	Wire gage in mm	Mean coil diameter in mm	Number of coils
				P norm. kg	P max. kg				
1203211904	770	334	222 ⁺⁵ _{-2.5}	570	844	19.7	15.25	110 ^{±1}	8
The color code is the same as for the standard springs, see page 32-0/2									

Note: This spring is also suitable for the needs of sports enthusiasts.

2. Rear Springs:

In place of the standard rear springs the following springs can be installed:

Harder Rear Springs for Bad Roads and Special-Purpose Vehicles (optional, SA 10 113/1 or 2, SA 10 154/1 or 2 and SA 10 155)

Part No.	Load capacity (maximum rear axle load)** kg	Free length of spring in mm	Trim dimension, i. e. spring length under normal load in mm	Load		Spring rate per 100 kg of load in mm	Wire gage in mm	Mean coil diameter in mm	Number of coils
				P norm. kg	P max. kg				
Harder Rear Springs for Bad Roads and Export Rear Springs (optional, SA 10 113/1 or 2)									
1213242204 left	950	281	190 ± 8	697	1065	13.5	17.2	135	4.65
1213242304 right	950	279	190.5 ± 8	716	1108	12.38	17.2	135	4.4
1803242604* left	950	294	194.5 ± 8	668	970	14.9	17.0	135	5.05
1803242704* right	950	292	195 ± 8	686	1005	14.1	17.0	135	4.8
* For reasons of standardization, recent models are provided with the same rear springs as Model 220 S.									

Note: If Springs 121 324 22 04/23 04 are installed, the standard shock absorbers must be replaced by shock absorbers of shorter stroke and larger diameter (Part No. 180 326 02 00, or Part No. 121 326 03 00) (see Job Nob. 32—1, Sections B and C).

Harder Rear Springs for Ambulances, Police Radio Cars, and for Special-Purpose Vehicles up to 1100 kg Rear Axle Load (optional, SA 10 154/1 or 2)									
121 324 1204 left	1100	279	181.5 ± 8	840	1168	11.62	18.0	135	5.0
121 324 13 04 right	1100	277	182 ± 8	864	1210	11.0	18.0	135	4.7
Harder Rear Springs for Special-Purpose Vehicles such as Light Trucks, etc., up to 1250 kg Rear Axle Load (optional, SA 10 155)									
1213241304 left and right are identical	1250	264.5	190 ± 8	915	1510	8.14	19.2	135	4.5
** Within the limits indicated, the permissible rear axle load depends on the load capacity of the tires (see also Job No. 40—0, Section B. Tires, and Job No. 40—3, Section C. Wheel Adjustment Data).									

Note: If the springs 121 324 12 04/13 04 or 124 324 24 04 are installed, the standard type rubber buffer stops (Part No. 180 320 00 44) must be replaced by stops as per Part No. 120 320 04 44.

Similarly, shock-absorbers with smaller stroke and larger diameter, Part No. 180 326 02 00 or Part No. 121 326 03 00, must be installed (see Job No. 32 — 1, Sections B and C).

The Color Code and the appropriate notch positions of the spring plate are the same as for standard springs.

3. Shock-Absorbers:

In addition to harder springs, special shock-absorbers are specified for vehicles which are used on bad roads, and for vehicles for various special purposes.

In areas where extreme dust conditions prevail, a fabric dust bag (Part No. 180 320 01 59) can be installed on the shock-absorbers as protection against the penetration of dust and dirt (see Job No. 32 — 1, Section D).