B. Chassis

Clutch

Pressure plate	F. and S. KS 12 K
Disk	K 12 SSZ
Facing	Rusko

Transmission

Gear ratios	
1st gear	1 : 4.05
2nd gear	1 : 2.38
3rd gear	1 : 1.53
4th gear	1 : 1
Reverse gear (not synchronised)	1 : 3.92

Front Axle

	curb condition	normally loaded
Front wheel camber	0° to + 1°*)	0° to + 1°*)
Front wheel toe-in — rolled average, wheels not forced inward	0—2 or 0° to 0° 20′	0—2 or 0° to 0° 20′
Front wheel caster	2° 50′ to 4°	3° 10′ to 4° 10′
King pin inclination in accordance with camber	5° 20′ to 5° 40′	5° 20′ to 5° 40′
Track angularity differential with inner wheel at 20° lock, curb condition	approx. — 2° 30′	

* Should be the same on both sides as far as possible; admissible difference 30′. Recommended value + 0° 20′ to + 0° 40′ normally loaded

Rear Axle

Rear axle ratio		1 : 4.10
Rear wheel camber		
curb condition	left	approx. + 1° 30′
	right	approx. + 1° 45′
normally loaded	left	— 2° 30′ to — 3° 30′
	right	— 3° to — 4°

Steering Gear

Wheel lock	
inner	39°
outer	30°
Minimum turning circle (m)	approx. 10.7
Steering shock absorber	Stabilus T 20 × 135

Wheels and Tires

Rim size		4½ K×13 unsymmetrical
Tire size		6.40—13
Tire pressure (atmospheres)	front	1.7
	rear	1.8

Springs

front	Coil springs with rubber buffer rings and torsion-bar stabilizer
rear	Coil springs with rubber buffer rings

Shock Absorbers

	Fichtel and Sachs	Stabilus
front	Sov 26×130	T 40×130
rear	Tov 30×140	T 40×140

Brakes

Service brake		Internal expanding hydraulic brake, acting on all four wheels
		Brake drum with turbo-cooling
		Brake shoes with automatic adjustment
Brake master cylinder, ∅		1"*)
Brake wheel cylinders, ∅	front	1 1/8"
	rear	15/16" (previously 1")
Hand brake		Mechanical, acting on rear wheels

*) If on request an ATE Power Brake T 50 is installed, the brake master cylinder must be replaced by one 1 1/16" in diameter.

Electrical Equipment

Battery	Voltage (V)	12
	Capacity (Ah)	56