Springs

The road-holding qualities and the springing are mainly dependent on correctly matched springs and shock-absorbers. Springs and shock-absorbers are therefore selected so as to provide optimum riding qualities.

The decisive factors in judging a spring are the trim dimension, i. e. the spring length at load P_{normal} and the helical deflection coefficient, i. e. the spring deflection per 100 kg load. To check the springs, a special spring scale is used with which the trim dimension and the helical deflection coefficient can easily be checked (Fig. 32 — 0/1).

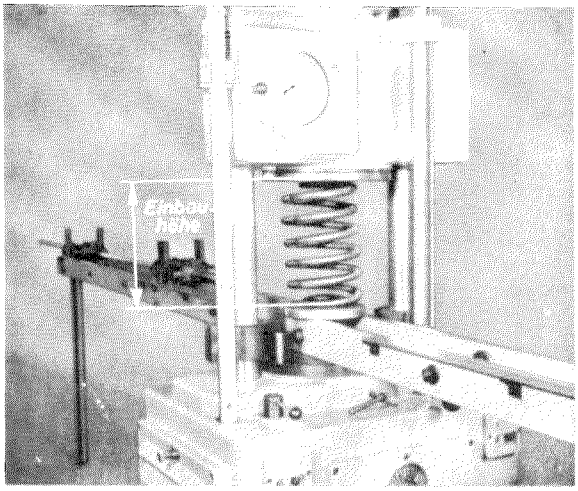

Fig. 32 — 0/1

When checking, measure the spring length, i. e. the trim dimension, at P_{normal}.

Tolerances are unavoidable in the manufacture of springs. In order to obtain even springing, however, the manufacturer can allow for the tolerances by varying the spring length (trim dimension). **To indicate the various lengths, springs are supplied with a color code marking on the bottom coil.**

Color marks in the middle of the spring are check marks and do not refer to the length.

Key to color coding:

white = short spring
red = medium
blue = long spring