

Wheels and Tires, Adjustment of Wheels — Group 40

Wheels

	Rim width	Rim diameter	Rim circumference (measured circumference)	Permissible eccentricity	Permissible run-out	Permissible unbalance
4 1/2 K × 13—B (Standard)	114.3 ±1	328.7	1032.6 ±1	1.5	1.5	750 cmg
4 1/2 K × 15—A optional (SA 10174/1)	114.3 ±1	379.5	1192.2 ±1.2	1.5	1.5	750 cmg

Tires

Standard low-pressure tire 6.40 — 13 4-ply Optional (SA 887/1—120) low-pressure tire 6.40 — 13 6-ply Optional (SA 10 215) low-pressure tire 6.70 — 13 4-ply Optional (SA 10 135/1) low-pressure tire 6.70 — 13 6-ply Optional (SA 10 173) low-pressure tire 6.70 — 13 6-ply —transport type — Optional (SA 10 174/1) low-pressure tire 6.40 — 15 4-ply				
Effective dynamic radius		at 60 km/h	at 100 km/h	at 140 km/h
Tire size	6.40 — 13	299 ±3	305 ±3	314 ±3
	6.70 — 13	307 ±3	313 ±3	319 ±3
	6.40 — 15	326 ±3	331 ±3	338 ±3

Permissible Axle Load for various Types of Tire

Type of tire	Permissible axle load kg	Specified tire pressure atm.
6.40 — 13 4-ply	approx. 880	1.9
6.40 — 13 6-ply	approx. 900	2.0
6.70 — 13 4-ply	approx. 950	1.8
6.70 — 13 6-ply	approx. 1000	2.0
6.70 — 13 6-ply — transport type —	approx. 1100	2.25
	approx. 1150	2.50
	approx. 1200	2.75
	approx. 1250	3.00
6.40 — 15 4-ply	approx. 900	1.7

Tire Pressure

	For normal driving			For continuous fast freeway driving	
	Cold tires	Increases after prolonged city driving or limited highway travel to	Increases after fast highway travel to	Cold tires	Increases after fast highway travel to
Front wheels	1.7 atm.	1.8 atm.	1.9 atm.	1.9 atm.	2.1 atm.
Rear wheels and spare wheel	1.8 atm.*	2.0 atm.	2.1 atm.	2.0 atm.	2.3 atm.
* If car is fully loaded (6 persons and luggage), the rear wheel tire pressure must be increased to 1.9 atm. with tires cold.					

Wheel Adjustment Data

Load condition	Front axle							Rear axle						Wheel-base: permissible difference mm
	Camber	Toe-in mm	Track angularity differential at 20° lock of inner wheel	Caster	King pin inclination	Pivot point distance mm	Axle positioning distance: permissible difference mm	Camber		Toe-in or toe-out mm	Center position permissible deviation mm	Axle positioning distance: permissible difference mm	Permissible misalignment up to	
								left	right					
Curb Weight	+0° to +1°*	0—2	—	2° 50' to 4°	5° 20' to 5° 40'	34 ± 2	5	approx. +1° 30'	approx. +1° 45'	0 ± 2	2	3	0° 20'	5
Normal load	+0° to +1°*	0—2	—2° 30'*	3° 10' to 4° 10'	5° 20' to 5° 40'	34 ± 2	5	—2° 30' to —3° 30'	—3° to —4°	0 ± 2	2	3	0° 20'	5

* The difference between left and right wheel camber should be as small as possible; maximum permissible difference 0° 30'. Preferable front wheel camber +0° 20' to +0° 40'.

** The difference in camber of the rear wheels is approx. 0° 30' with the car loaded, approx. 0° 15' in curb condition.

Track	1430	1470
Smallest turning circle diameter	10.7 m	
Smallest track circle diameter	10.0 m	

Propeller Shaft — Group 41

Shaft Yoke and Needle Bearing Bushings

Type	Marking	External diameter of needle bearing bushing	Bore in shaft yoke	Force-fit dimension	Internal diameter of needle bearing bushing	Trunnion diameter	Clearance
I	1 white dot	$\frac{26.022}{26.015}$	$\frac{26.000}{26.010}$	+ 0.005 to + 0.022	$\frac{20.107}{20.120}$	$\frac{15.100}{15.089}$	0.02 to 0.05
II	2 white dots	$\frac{26.028}{26.023}$	$\frac{26.011}{26.021}$	+ 0.002 to + 0.017			