123	124	201.02 201.1	126	201.034
$0°^{+10'}_{-20'}$¹)	$0°^{+10'}_{-20'}$¹)		$0°^{+10'}_{-20'}$¹)	$-0°\,20'^{+10'}_{-20'}$¹)
–	0° 20'		–	0° 20'
8° 45'±30'¹)	10° 10'±30'¹)		10° 15'±30'¹)	10° 30'±30'¹)
8° 15'±30'¹)	9° 40'±30'¹)		9° 45'±30'¹)	10°±30'¹)
0° 30'				
0° 25'±10' or 3±1 mm¹)	0° 20'±10' or 2,5±1 mm¹)		0° 25'±10' or 3±1 mm¹)	0° 20'±10' or 2,5±1 mm¹)
–1° 10'±40'³)	–0° 40'±30'³)	–0° 35'±30'³)	–1° 10'±40'³)	–0° 35'±30'³)
43°⁴)			43° – 2°⁴)	43°⁴)
$121^{+4.5}_{-2.5}$ mm ⁵)⁶)	26±2 mm⁵)⁶)	30±2 mm⁵)⁶)	$114^{+4.5}_{-2.5}$ mm	30±2 mm⁵)⁶)
4 mm	3 mm		4 mm	3 mm

³) Data without toe-in. Toe-in value in measurement must be taken into account when determining the actual track difference angle.

⁴) On wheel farthest from curve the track difference angle on models 107, 123 and 126 results in an angle of lock which is 8° to 12° less, on models 124 and 201 it is less from 7° to 11°.

⁵) For corrections on intermediate steering arm in upward and downward direction by adding or removing a washer.

⁶) For measuring pitman arm or intermediate steering arm on model 107 swivelled into measuring position, on models 123, 124, 126 and 201 in straight-ahead position.

Model		124 10881 Harder suspension (higher level)
Special version		
Camber	Wheels in straight-ahead position (toe-in rate 0)	$0°\,20'^{+10'}_{-20'}$¹)
	Permissible difference between left and right	0° 20'
Caster	Wheels in straight-ahead position (toe-in rate 0)	10°±30'¹)
	Via wheel lock	9° 30'±30'¹)
	Permissible difference between left and right	0° 30'
Toe-in (wheels at front with 80–110 N spread)		0° 20'±10' or 2,5±1 mm¹)
Track difference angle at 20° lock of wheel nearest to curve		–0° 40'±30'³)
Max. permissible steering lock on wheel nearest to curve		43°³)
Ball point location		26±2 mm⁴)
Permissible deviation in height of ball point location between pitman arm and intermediate steering arm		3 mm

Perform chassis measurements in ready to drive condition!

¹) Tolerances for test only. Try for nominal value during adjustment.