Suspension

Model 107

Springs

The springs on model 107 have a new spring rate tuned to the vehicle. In addition, the spring-rubber mount combination is determined according to a point system. Refer to tables for testing and adjusting values.

Shock absorbers – front axle

The shock absorbers, color code: one green stripe, are shorter and harder compared with the former version. An additional polyurethane (PU) bottoming spring, similar to that of model 126, has a length of 95 mm.

Do not install the previous shock absorbers (color code: four green stripes) on the new front axle.

Torsion stabilizer bar – front axle

The new torsion bar has a diameter of **26** mm (formerly **25** mm). Accordingly, the bore of the torsion bar mounts has been enlarged from 23.5 mm to 24.5 mm.

The frame floor mounting and the connection to lower control arm have not been changed.

Model 126

Cross references for springs-shock absorbers as well as spring-rubber mount combinations are shown in the table for testing and adjusting values.

Model 201.126

Torsion stabilizer bar

A new front torsion bar, repositioned with respect to the engine, has been installed. Due to its larger diameter of 24 mm (22 mm at each end), new rubber bushing mounts are required.

The holding clamps to the front end are the same as the model 124 except rotated 180°.

The new rear torsion bar includes an altered form with connecting links (identical to model 124) that now have torsional rubber mounts on both ends (Fig. 32/1).

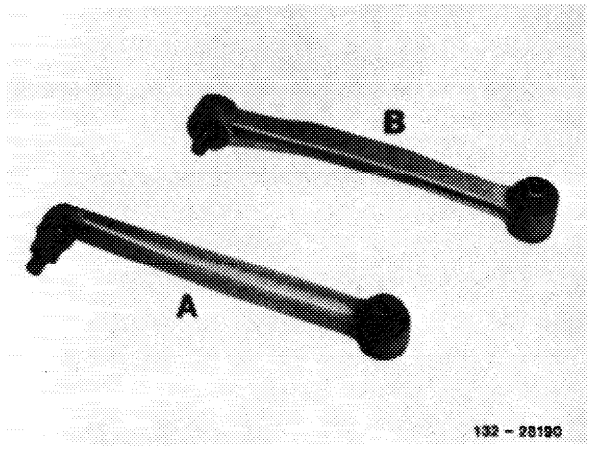

Fig. 32/1 Torsion bar links

A **Old** version
B New version

Data concerning springs, shock absorbers, and adjustments can be found in tables included in this section.

Models 126.039/045

Level control – rear axle

The following changes were made compared to the system known from the model 123.193.

Oil supply reservoir

The reservoir is located at the left side of the engine compartment.

Models 201.02/1

Rear axle center piece mounting

Since January 1985 production, a 13.5 mm long spacer sleeve (50b) is installed at the front mount.

The rear axle center piece has a cast-on rib (arrow) for identification.

Note:

On a rear axle center piece **without** a rib, the spacer sleeve must not be installed.

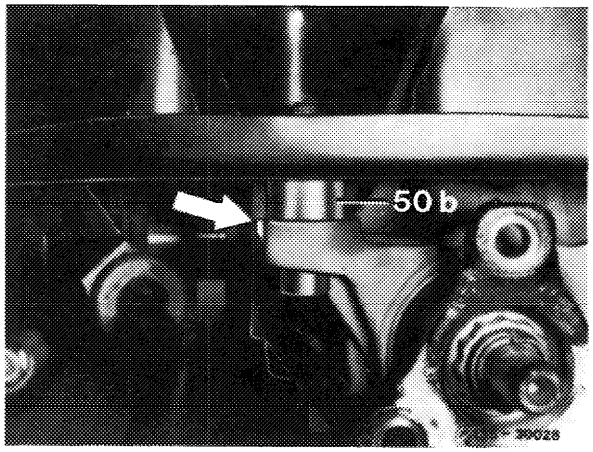

Fig. 35/7

Cruise control, models 201.024/034/126

The induction transmitter on the speedometer was replaced by a Hall-effect sensor.

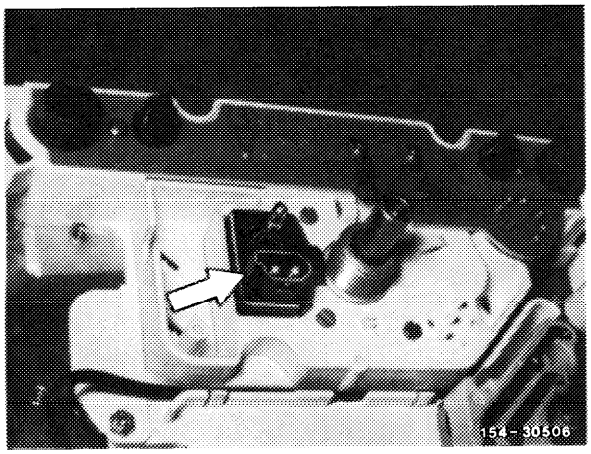

Fig. 54/25 Location of Hall-effect sensor

The mounting of the control unit was modified. It is now mounted on a plate in the right front footwell.

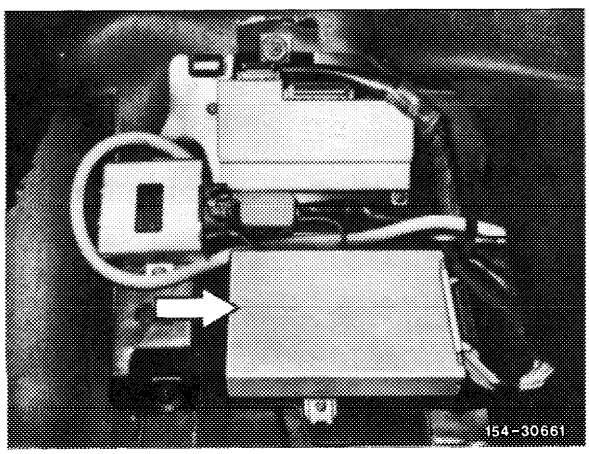

Fig. 54/26 Location of cruise control control unit

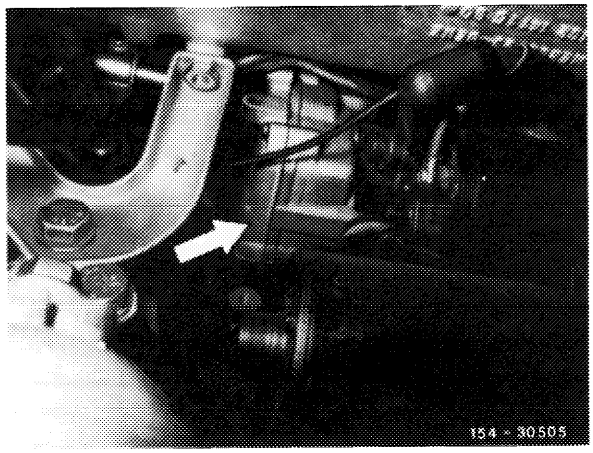

Fig. 54/27 Location of cruise control actuator, model 201.034

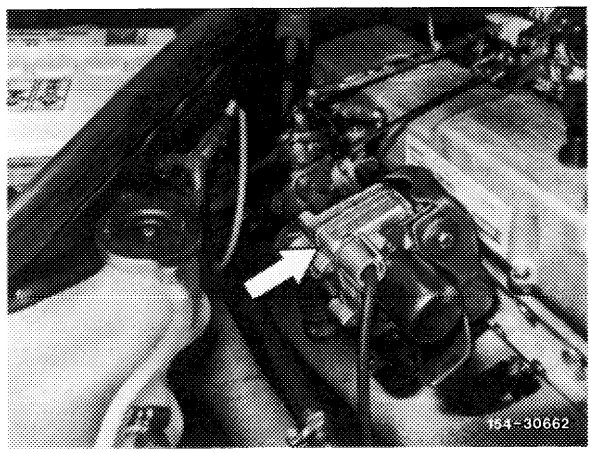

Fig. 54/28 Location of cruise control actuator, model 201 .126

Repair note:

The test procedure in the microfiche “Cruise control systems”, model 201, Group 54 can still be used.

When testing with adapter, the test step 6 must be performed as on vehicles with electronic speedometer. When the vehicle is stationary, the LED indicator may be on or off depending on the position of the 12 pole magnet in the speedometer. The Hall-effect sensor can therefore be tested only while driving; the LED indicator should flicker at low speeds.

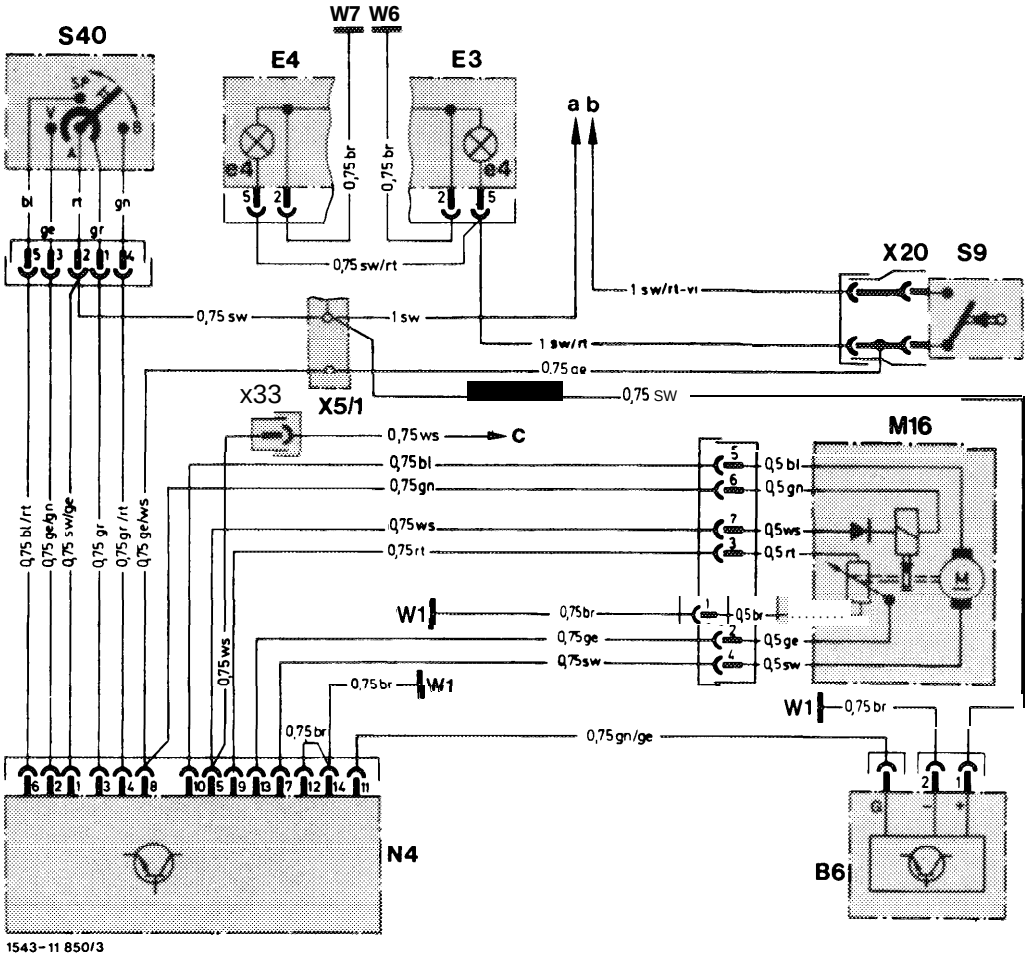

Fig. 54/29 Wiring diagram, cruise control (E-Tempomat) models 201.024/034 with automatic transmission

B	6	Hall-effect sensor
E	3	Tail lamp unit, left
e	4	Stop lamp
E	4	Tail lamp unit, right
e	4	Stop lamp
M	16	Cruise control actuator
N	4	Cruise control control unit
s	9	Stop lamp switch
S	40	Cruise control switch
		A = off
		B = Accel
		SP = Resume
		V = Decel
W	1	Main ground (behind instrument cluster)
W	6	Ground, trunk, left wheel-housing
w	7	Ground, trunk, right wheel-housing
X	5/1	Plug (5-pin), passenger compartment
X	20	Plug, brake light switch
X	33	Plug (1 -pin), CIS-E/cruise control
a		to electrical center, harness plug L, terminal 1
b		to electrical center, harness plug C, terminal 1
c		to CIS-E control unit, terminal 6

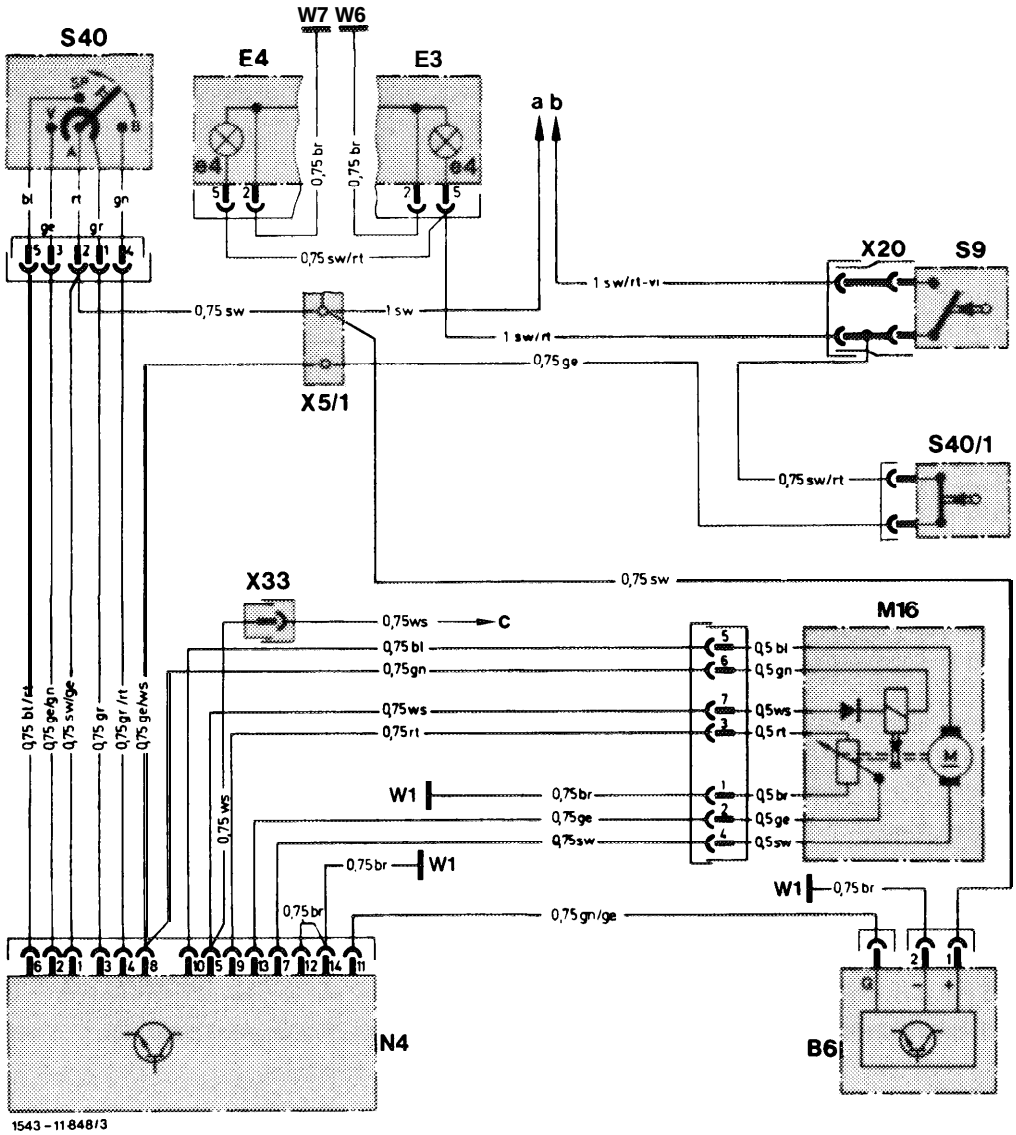

Fig. 54/30 Wiring diagram, cruise control (E-Tempomat) models 201.024/034 with manual transmission

B	6	Hall-effect sensor
E	3	Tail lamp unit, left
e	4	Stop lamp
E	4	Tail lamp unit, right
e	4	Stop lamp
M	16	Cruise control actuator
N	4	Cruise control control unit
S	9	Stop lamp switch
S	40	Cruise control switch
		A = oft
		B = Accel
		SP = Resume
		V = Decel
s	40/1	Clutch pedal switch
w	1	Main ground (behind instrument cluster)
W	6	Ground, trunk, left wheel-housing
w	7	Ground, trunk, right wheel-housing
X	5/1	Plug (5-pin), passenger compartment
X	20	Plug, brake light switch
X	33	Plug (1 -pin), CIS-E/cruise control
a		to electrical center, harness plug L, terminal 1
b		to electrical center, harness plug C. terminal 1
c		to CIS-E control unit, terminal 6

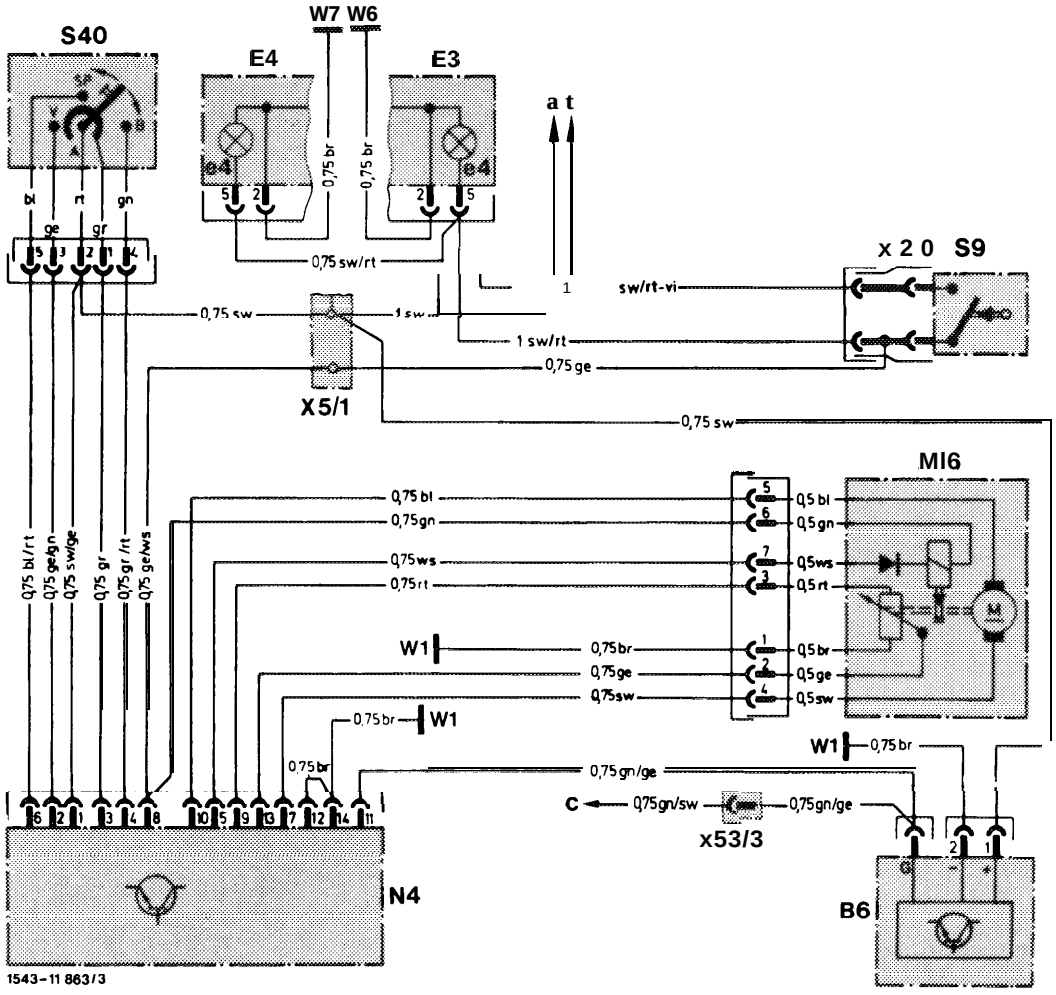

Fig. 54/31 Wiring diagram, cruise control (E-Tempomat) models 201.126 with automatic transmission

B	6	Hall-effect sensor
E	3	Tail lamp unit, left
e	4	Stop lamp
E	4	Tail lamp unit, right
e	4	Stop lamp
M	16	Cruise control actuator
N	4	Cruise control control unit
s	9	Stop lamp switch
S	40	Cruise control switch
		A = Off
		B = Accel
		SP = Resume
		V = Decel
w	1	Main ground (behind instrument cluster)
W	6	Ground, trunk, left wheel-housing
w	7	Ground, trunk, right wheel-housing
X	5/1	Plug (5-pin), passenger compartment
X	20	Plug, brake light switch
X	53/3	Plug (1 pin) Hall-sensor/EGR
a		to electrical center, harness plug L. terminal 1
b		to electrical center, harness plug C, terminal 1
c		to EGR control unit, terminal 5

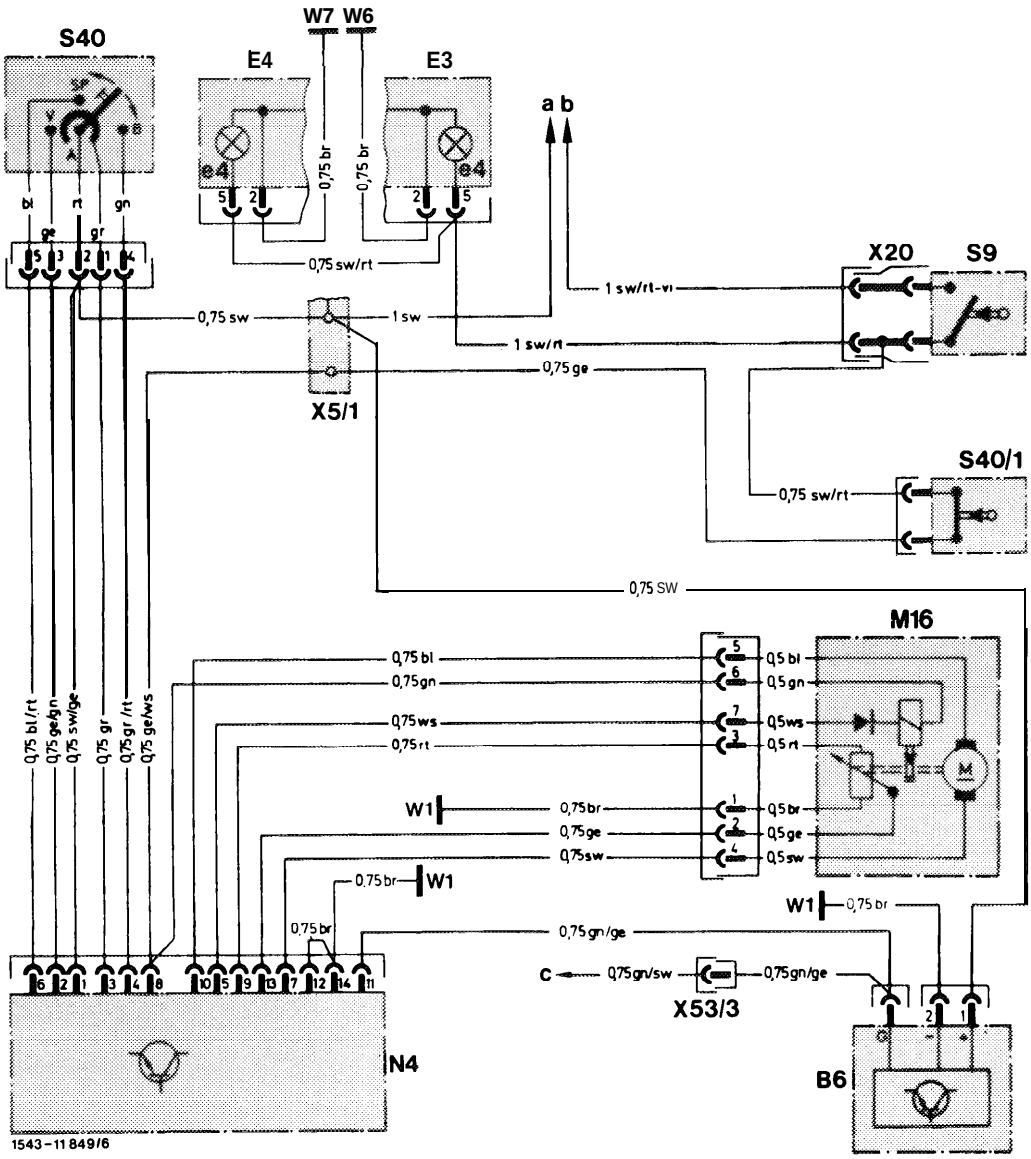

Fig. 54/32 Wiring diagram, cruise control (E-Tempomat) models 201.126 with manual transmission

B	6	Hall-effect sensor
E	3	Tail lamp unit, left
e	4	Stop lamp
E	4	Tail lamp unit, right
e	4	Stop lamp
M	16	Cruise control actuator
N	4	Cruise control control unit
s	9	Stop lamp switch
s	40	Cruise control switch
		A = oft
		B = Accel
		SP = Resume
		V = Decel

s	40/1	Clutch pedal switch
w	1	Main ground (behind instrument cluster)
W	6	Ground, trunk, left wheel-housing
w	7	Ground, trunk, right wheel-housing
X	5/1	Plug (5-pin), passenger compartment
X	20	Plug, brake light switch
X	53/3	Plug (1 -pin), Hall-sensor/EGR
a		to electrical center, harness plug L. terminal 1
b		to electrical center, harness plug C, terminal 1
c		to EGR control unit, terminal 5

Wiring diagram

The electrical wiring of the central locking system was standardized to be compatible with the future T-model. Locking of the vehicle from the right front door **and the trunk lock** is only possible if the key is removed from the steering lock.

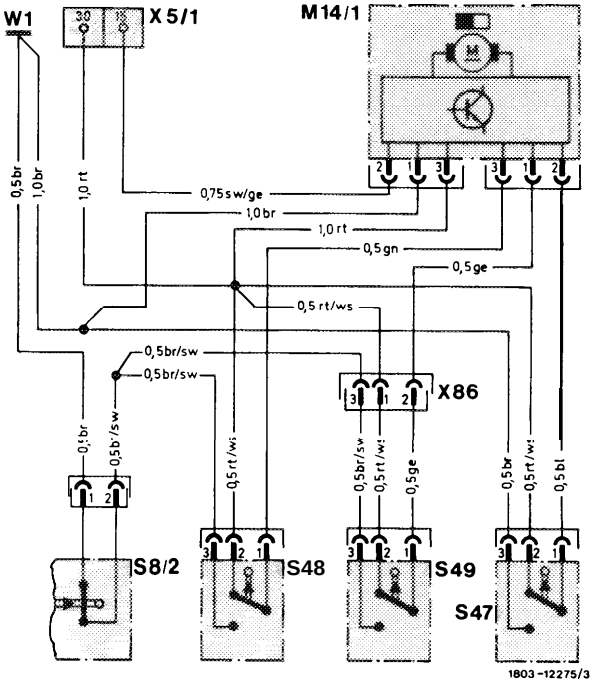

Fig. 80/4 Wiring diagram, central locking system Model 201

M	14/1	Supply pump
S	8/2	Key warning contact
s	47	Actuator, driver's door
S	48	Actuator, right front door
s	49	Actuator, trunk lid lock
w	1	Main ground (behind instrument cluster)
X	5/1	Terminal block, interior
x	86	Connector, central locking system rear (3-pin)