

Front Axle · Steering

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Date introduced	Chassis No.	Unit No.	Modification
<u>1945</u>	055 085		<u>Steering gear cover</u> Now: made of light metal, standard equipment Formerly: pressed steel
<u>1946</u>	057-011		<u>Grease nipple of inner tie rod links</u> Now: facing toward left rear wheel Formerly: rectangular to tie rod.
	058 568		<u>Front axle beam</u> Now: reinforcing plates at left and right side plates.
<u>1947</u>	064 340	69 102	<u>Reinforced ball bearing for wheel hubs</u> Now: Outside diameter 52 mm, inside diameter 62 mm
	071 478		<u>King pin bearing cap</u> Now: modified bore
<u>1948</u>	079 503		<u>Bearing cap</u> Now: with groove for friction washer
	090 690		<u>Steering column</u> Now: with longitudinal groove for steering lock.
<u>1949</u> March 49			<u>Steering column tube, steering wheel</u> Now: smaller inside diameter of bush at steering wheel.

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15 Mar.49	097 580	from 106 047 up to 107 046	<u>Torsion bars</u> Now: 5 leaves at bottom, 4 leaves on top (fitted to 1000 front axles) Formerly: bottom 4 leaves, top 5 leaves.
14 Apr.49	101 322	110 007	<u>Torsion bars</u> Now: bottom 5 leaves, top 4 leaves, standard equipment. Formerly: bottom 4 leaves, top 5 leaves.
June 49	1-0108 344	117 059	<u>Bearing caps</u> Now: without top cover plate. link pin bush: outer grease groove no longer provided, grease nipple relocated.
Aug.49	1-0114 678	123 300	<u>Spacer</u> Now: reinforced spacer without collar, modified gasket (larger inside diameter, easier removal of brake drum).
Aug.49	1-0117 053	125 338	<u>Front axle</u> Now: reinforced double-acting telescopic shock absorbers on front and rear. Axle tubes and torsion bars (4/5) shortened, side plates elongated.
Sept.49	from 1-0119 797 up to 1-0120 574	from 128 526 up to 128 590	<u>Tie rod, right</u> Now: with left-hand and right-hand thread in a number of cases.
Sept.49	1-0123 476	131 907	<u>Tie rod, right</u> Now: with left-hand and right-hand thread, standard equipment.

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Nov. 49	1-0131 890	140 456	<u>Telescopic shock absorber, front</u>  Now: marked blue or yellow (high pressure and low pressure stage)
<u>1950</u>			
Jan. 50	1-0138 835	147 306	<u>Torsion bars</u>  Now: top 5 leaves, bottom 5 leaves Formerly: top 4 leaves, bottom 5 leaves
4 Jan. 50	1-0139 264	147 790	<u>Pitman arm</u>  Now: hex. head bolt with shorter thread
16 May 50	1-0166 185	174 820	<u>Steering</u>  Now: thrust spring force reduced by about 1/3
May 50	20-001 265		<u>Tie rod, right</u>  Now: toe-in 2-3 mm Formerly: 2-5 mm (offset tie rod)
7 June 50	20-000 770		<u>Drag link</u>  Now: grease nipple accessible from above.
27 June 50	1-0175 999		<u>Sector and sector shaft</u>  Now: ball diameter increased by 2 mm, sector shaftcup modified accordingly.
Aug. 50	1-0117 052	125 336	<u>Shock absorber</u>  Now: with equalizer tank, Hemscheidt make, for front axles of older design (Service Part)

Date introduced	Chassis No.	Unit No.	Modification
23 Oct. 50	20-005 251		<u>Scraper ring</u>  Now: provided additionally to seal ring
<u>1951</u>			
15 Mar. 51	20-011 373		<u>Steering column</u>  Now: checked for run-out during installation, max. run-out 0.35 mm. Steering gear and steering column tube checked for tension-free installation.
19 Mar. 51	1-0240 961	250 713	<u>King pin</u>  Now: with outer lubrication grooves. Formerly: drilling
April 51			<u>Steering damper for Type 1</u>  Now: reinforced spring (Service Part)
7 May 51	20-012 511		<u>Lower king pin</u>  Now: bore and grease nipple; bushes for link pins and king pins provided with lubrication grooves.
17 May 51	20-012 767	12 977	<u>Torsion bars</u>  Now: 2 five-leaf torsion bars for Type 23, modified carrier position, VA - specified by the marking "A" in front of unit No., 23 <sup>o</sup> - 24 <sup>o</sup> . Formerly: top 4 leaves, bottom 5 leaves, 17 <sup>o</sup> - 18 <sup>o</sup> .
June 51	from 1-0262 866 up to 1-0302 333		<u>Torsion arm/bushes</u>  Now: diameter reduced by 0.05 mm to 36.88 - 36.90 mm Formerly: 36.93 - 36.95 mm Now: original tolerance 0.15 - 0.22 mm Formerly: 0.10 - 0.17 mm. (in a number of cases)

Date introduced	Chassis No.	Unit No.	Modification
4 Sept.51	1-0282 951	293 076	<u>Steering gear coupling</u> Now: modified design
25 Oct.51	from 1-0296 973 up to 1-0297 320		<u>Front axle tubes</u> Now: side plates made of 2 spot-welded plates
6 Nov.51	1-0299 992	312 446	<u>Tie rod</u> Now: angular grease nipples left and right Formerly: straight nipples
2 Nov.51	from 1-0299 085 up to 1-0305 610		<u>Steering column tube</u>
9 Nov.51	from 20-018 646 up to 20-019 234		Now: without locking sleeve for steering lock
19 Nov.51	1-0303 920	316 455	<u>Steering gear case</u> Now: modified stud thread (lower thread pitch)
10 Dec.51	1-0309 480	322 255	<u>Steering gear case, top section</u> Now: dimensions 32/30 mm Formerly 37/35 mm Reduced slot depth to prevent loss of oil
12 Dec.51	1-0310 246		<u>Two-arm flange for steering column tube, bottom</u> Now: half-bore, clip, screw Formerly: bore, screw, locking plate
18 Dec.51	20-020 243	20 378	<u>Front wheel bearing</u> Now: inspection stamp (grease filling) on brake drum inside.

Date introduced	Chassis No.	Unit No.	Modification
1952			
15 Jan.52	1-0317 628	323 737	<u>Steering column</u> Now: steering nut made of bronze, side play 0.01 - 0.02 mm Formerly: steel nut with copper layer
31 Jan.52	1-0322 465 20-021 216		<u>Steering column tube</u> Now: locking sleeve for steering lock no longer supplied as standard equipment
1 Feb.52	20-021 254 1-0336 403	021 254 349 482	<u>Spacer for front wheel bearing</u> Now: additional groove to facilitate removal
4 Feb.52	20-022 011	021 690	<u>Torsion arm/bushes</u>
15 Feb.52	1-0325 623	338 524	Now: play 0.15 - 0.22 mm, standard Formerly: 0.10 - 0.17 mm
12 Feb.52	20-021 619	349 482	<u>Steering</u>
21 Mar.52	1-0336 403		Now: shaft and column made of one piece. Formerly: welded.
19 Mar.52	20-023 155	23 050	<u>King pins</u> Now: top king pin oil drilling shortened, bottom king pin oil drilling no longer provided
9 Apr.52	1-0342 533	355 553	<u>Steering</u> Now: gasket for adjusting sleeve tallow-saturated
22 Apr.52	1-0345 950	358 997	<u>Pitman arm</u> Now: reinforced (for left-hand drive only)
21 May 52	20-026 858	027 022	<u>Spring for steering damper</u> Now: reinforced.

Date introduced	Chassis No.	Unit No.	Modification
16 June 52	1-0363 554	376 688	<u>Steering</u> Now: thrust spring 60-75 kg Formerly: 93.5-126.5 (100 ± 15 %)
4 July 52	20-029 718	030 175	<u>Steering arm</u> Now: punched numbers relocated from center to the heavy end.
9 Sept.52	20-033 426	033 834	<u>King pins</u> Now: bore in bottom king pin for accommodation of top king pin reduced from 22 mm dia to 21.5 mm dia.
27 Sept.52	20-035 143 1-0397 014		<u>Front axle beam</u> Now: chamfered carrier for spring support (bore)
1 Oct.52	1-0397 023	410 951	<u>Springs + front axle</u> Now: torsion bars with 6 leaves Formerly: 2 x 5 leaves Now: shock absorber travel 130 mm Formerly: 90 mm Now: sector shaft diameter, Pitman arm bore: 28 mm dia. Formerly: 22 mm dia. Now: tie rod links with rubber caps, bore left 7.5 mm, right 5.4 mm higher  <u>Front axle beam</u> Now: sleeves for body bolts
7 Oct.52	20-036 397	036 804	<u>Steering knuckle</u> Now: link pin bushes made of special brass Formerly: sinter iron
Nov. 52			<u>Shock absorber</u> Now: blue marking for high pressure stage and yellow marking for low pressure stage no longer provided.

Date introduced	Chassis No.	Unit No.	Modification
23 Dec.52	20-041 431	041 723	<u>Tie rod, right and left</u> Now: ball joints with rubber caps (Type 22,24)
<u>1953</u>			
1 Jan.53	1-0440 292		<u>Shock absorber, "Boge" make</u> Now: groove-type oil passage provided at piston
2 Jan.53	20-041 712	042 212	<u>ZF steering gear</u> Now: axial adjustment of steering from below. Splined fit for steering wheel no longer provided. Now: ball bearing, ring, spring, Woodruff key.  <u>Steering worm with steering column</u> Now: made of one piece, tube solidly mounted at steering gear case.  <u>Drag link</u> Now: all joint ends with rubber caps.
31 Jan.53	1-0440 066	553 960	<u>Telescopic shock absorber, front</u> Now: "Hemscheidt" make, fitted in 5,000 vehicles
23 Feb.53 27 Feb.53	20-045 916 20-046 730	46 240	<u>Steering arm, rear, top</u> Now: reinforced
Feb. 53			<u>Exchange front axles</u> Now: torsion arm diameter reduced by 0.5 mm max.
10 Mar.53 10 Mar.53	1-0454 951 20-047 102		<u>Hydraulic telescopic steering damper</u> Now: supplied as Service Part

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7 Mar.53	20-048 618	49 117	<u>Torsion arm bushes</u> Now: play 0.20 - 0.27 mm Formerly: 0.15 - 0.22 mm
18 Mar.53	20-047 879	48 439	<u>Link pin bushes</u> Now: made of sinter iron with drift grooves and graphitized insert
11 Apr.53	1-0468 206		<u>Steering wheel</u> Now: cast-in steel bush (1000 bushes) Formerly: steering wheels with pressed-on steel bushes
16 Apr.53	20-050 073	49 990	<u>Torsion arm bushes for Micro-bus</u> Now: bore 43.200/43.150 mm dia. Formerly: 43.150/43.100 mm dia.
8 July 53	20-056 492	49 931	<u>Torsion arm bushes for Delivery Van</u> Now: bore 43.200/43.150 mm dia. Formerly: 43.150/43.100 mm dia.
9 July 53	1-0505 255	518 463	<u>Torsion arm/bush</u> Now: play 0.20/0.27 mm Formerly 0.15/0.22 mm
20 Aug.53	1-0517 304	531 623	<u>Front axle</u> Now: torsion bars 8 leaves Formerly: 6 leaves
20 Aug.53 21 Aug.53	20-058 879 1-0517 880	59 489 532 264	<u>Front wheel bearing lubrication</u> Now: wheel caps no longer filled with grease

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9 Sept.53	20-060	60 984	<u>Tie rods</u> Now: increased spring pressure in ball joint (for 24,000 sets of tie rods) Now: spring loading 35-40 kg Formerly: 28 kg
30 Sept.53	1-0536 445	from frame No. 558 536	<u>Front axle beam assembly</u> Now: sheet metal below frame end plate; spot-welding replaced by projection welding
1 Oct.53	20-062 629	63 198	<u>Needle bearing for link pins. Modifications caused by fitting needle bearing</u> (Type 21 A/E, 23 A, 25 A, 26 A) 1. Additional lubrication nipple at steering knuckle. 2. Axial lubrication drill at top king pin no longer provided. 3. Link pin "N" with dust cap, protective plate and rubber seal.
3 Oct.53	20-062 535		<u>Needle bearing for link pins (Type 22 D)</u> Formerly: Link pin bushes
5 Oct.53	20-062 919	63 257	<u>Needle bearing for link pins (Type 22 A)</u> Formerly: Link pin bushes
5 Oct.53	20-063 004	63 004	<u>Needle bearing for link pins (Type 21 D)</u> Formerly: Link pin bushes
11 Nov.53	1-0557 124	571 600	<u>Steering gear cover</u> Now: 3 ribs added.

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21 Nov.53	1-0562 054		<u>Steering wheel design</u> Now: 2 spokes pointing upward, free view of speedometer
26 Nov.53	1-0564 030		<u>Steering wheel</u> Now: 1. maximum lateral and radial run-out at steering-wheel circumference 3 mm. 2. Welding joint of crown offset 90° with reference to spoke.
<u>1954</u>			
11 Jan.54	1-0568 675		<u>Steering column tube with locking sleeve</u> Distance: from pipe end to front end of locking sleeve (service part) Now: 163 ± 1 mm Formerly: 174/173 mm
22 May 54	1-0656 098	670 320	<u>Bearing bush (torsion arm)</u> Now: 4 lubrication grooves Formerly: 3
25 Sept.54	1-0719 655	734 229	<u>Steering arm shaft, diameter 28 mm</u> Now: shims 0.88 and 2.0 mm no longer provided
25 Sept.54	20-098 586	99 172	<u>Bearing bush (torsion arm)</u> Now: 4 lubrication grooves Formerly: 3
11 Nov.54	20-100 334	100 839	<u>Steering arm, lower</u> Now: thrust plate no longer provided (thickness 7.0/6.5 mm)

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<u>1955</u>			
9 Jan.55 19 Jan.55	from 1-0787 449 up to 1-0797 357	801 042	<u>Tie rod</u> Now: tie rods without grease nipples for about 1000 VW standard sedans
8 Feb.55	1-0811 212	823 943	<u>Pitman arm</u> Now: Lifting cams no longer provided
1 Mar.55	20-117 902	118 728	<u>Front axle</u> Now: 9-leaf torsion springs Formerly: 4/5 or 5/5 leaves
			<u>Telescopic shock absorber</u> Now: F + S:TDZ 26 x 130; Boge: T 27 x 130 Formerly: 26 x 90
			<u>Steering damper</u> Now: standard equipment
			<u>Tie rods</u> Now: of equal length, lower arrangement of steering levers at steering knuckle
			<u>Axle suspension</u> Now: bolted to frame with two end plates
			<u>Steering wheel</u> Now: with 2 spokes Formerly: 3 spokes

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1 Apr.55	20-122 330		<u>Steering gear ZF 532</u> Now: lateral oil filler opening at top, left
2 June 55	20-131 322		<u>Bracket (steering arm)</u> Now: lateral plates reinforced by welding
4 Aug. 55	1-0929 746		<u>Steering gear</u> Now: limited by means of lateral stops at upper axle tube <u>Steering wheel</u> Now: modified shape, lower arrangement of spokes
8 Sept.55	20-132 902	134 140	<u>Bearing bracket</u> Now: recess at beaded top edge no longer provided
15 Sept.55	1-0970 454 from 981 885 up to 982 985		<u>Front wheel bearings</u> Now: high melting point grease used in a number of cases Formerly: universal grease
29 Sept.55 1 Oct. 55	1-0981 275 20-146 690		<u>Shock absorber</u> Now: S 26 x 130 (F + S) Formerly: TDZ 26 x 130
20 Oct. 55			<u>Anchor-axle tubes</u> Now: angle, top $49^{\circ} \pm 1^{\circ}$ , bottom: $53^{\circ} 30' \pm 1^{\circ}$ Formerly: $\pm 30'$
5 Dec. 55	20-156 782	158 365	<u>Bearing bracket (steering arm)</u> Now: welded reinforcing plate

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1956			
23 Jan.56	1 084 218		<u>Steering column tube</u> Now: draught seal at carbon brush tube, with rubber washer.
Feb.56	166 278		<u>Steering damper mounting</u> Now: Shim between hexagonal screw head and damper eye Outside diameter: 28 mm, thickness 2 mm
13 June 56	from 1 216 466 up to 1 226 097		<u>Thrust washer (king pin)</u> Now: 10,000 vehicles fitted with polyamid washers Formerly: plastic washers
30 June 56	188 651		<u>Shock absorber</u> Now: TP 27 x 162 (Boge make) Formerly: T 27 x 130
13 Aug. 56 31 Aug. 56	193 300 1 279 013	193 481 1 292 535	<u>Shock absorber</u> Now: locked inside and outside by means of serrated washers Formerly: locking plates
10 Oct. 56 7 June 57	1 320 179 1 568 040 (111)		<u>Steering wheel</u> Now: splined fit, 48 teeth Formerly: 24 teeth
1957			
4 Jan. 57	1 401 755	1 414 764	<u>King pin bush</u> Now: Main-metal, standard equipment Formerly: special brass
6 Feb. 57	1 430 498	1 443 285	<u>Tie rod, left</u> Now: Length $354 \pm 1$ mm Formerly: $350 \pm 1$ mm



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28 Feb. 57	1 488 820	1 506 652	<u>Thrust washer for king pin</u> Now: Plastic washer (20,000 vehicles) Formerly: Pressed material
15 Apr. 57	1 510 337		<u>Shock absorber, front</u> (Boge make) Now: High pressure stage (pull) 154 ± 16 kg Low pressure stage (push) 48 ± 8 kg
6 May 57	250 592		<u>Steering</u> Now: ATE-Steering alternatively Formerly: ZF-Steering only
28 June 57	267 605	268 829	<u>Sector shaft bearings</u> Now: Both bushes with internal annular lubrication groove, and angular grease nipple on top. Gasket and protective cap between drop arm and tube. Thrust washer omitted, spring washer modified.
2 July 57	1 605 138	1 604 232	<u>Tie rod, left (143)</u> Now: Length 349 ± 1 mm Formerly: 354 ± 1 mm
1 Aug. 57	1 600 440		<u>Bush for steering column tube</u> Now: Plastic bush, 50 % smaller. Spring-loaded internal ribs. Formerly: Synthetic bush with rubber casing
3 Sept. 57	1 644 422	1 657 809	<u>Tie rod, left (143)</u> Now: Length 347 ± 1 mm Formerly: 349 ± 1 mm
16 Sept. 57	1 649 253	22 922	<u>Steering wheel (143)</u> Now: Steering wheel with lowered hub and horn half-ring. Shortened steering column.

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20 Dec. 57	1 769 756	1 781 718	<u>Tie rods</u> Now: Tie rod links not requiring Maintenance service. (fitted intermittently in 20,000 vehicles)
1958			
10 Feb. 58	1 832 100	1 845 070	<u>Steering</u> Now: Rubber seal ring, top Formerly: Felt gasket, wax dipped.
20 Mar. 58	340 469		<u>Grease nipple-drag link</u> Now: Distance measure 30 mm for hole 30 mm dia. in floor plate. Grease nipple more accessible. Formerly: Distance measure 40 mm.
29 Apr. 58	1 925 488	1 944 448	<u>King pin bush</u> Now: Split bronze bush formed by rolling process Formerly: "Main-metal".
8 May 58	1 938 979	1 954 05	<u>King pin thrust washer</u> Now: Plastic, white, 3.15/3.05 mm thickness. Formerly: Fiber, dark, 3.25/3.05 mm thickness. 3.30 mm steel thrust washer discontinued.
11 July 58	2 020 145	2 033 537	<u>Steering gear mounting clamp</u> Now: 3 mm thick sheet metal. Torque for nuts: 2.5 - 3.0 mkg. Formerly: 2.75 mm thick sheet metal. Torque 2.5 mkg.
9 Oct. 58	2 100 100		<u>Steering knuckle</u> Now: Assembled without free play or with a pre load of 0.03 - 0.07 mm. Steel thrust washer 0.05 mm. Formerly: Max. axial play 0.22 mm, thrust washer 0.1 mm.

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25 Nov. 58	2 179 586	2 196 236	<u>8 leaf torsion bar</u> Now: Leaves no longer welded. Separate leaves shortened by 7 mm, square openings in the torsion arm peened. Formerly: Leaves welded at ends.
2 Dec. 58	2 190 357	2 207 763	<u>Friction washer for king pins</u> Now: 50 % of front axles fitted with Phenolharz washer. Formerly: Only Polyamid washer.
5 Dec. 58	2 194 363	2 213 692	<u>Front shock absorber</u> Improved design (monthly 5,000 vehicles intermittently). Recognition sign "A" before the manufactures sign = ATP 27 x 162 Boge make.
1959			
22 Jan. 59	2 256 907	2 278 029	<u>Tie rod (RHD)</u> Now: Length of left tie rod 807 mm. Formerly: 814 mm. Now: Length of right tie rod 325 mm. Formerly: 318 mm.
12 Mar. 59	448 177	-	<u>Front axle beam</u> Now: An additional reinforcement plate welded to front axle anchor plate between lower beam and torsion arm stop.
8 July 59	2 517 139	2 532 402	<u>Friction washer for king pins</u> Now: Phenolharz washer. Formerly: Polyamid or Phenolharz washer.
6 Aug. 59	2 528 668 (113)-		<u>Stabilizer bar</u>
6 Aug. 59	2 533 099 (151)-		Now: On the front axle (De Luxe model and convertible)

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6 Aug. 59	2 528 668 (113)-		<u>Steering wheel</u>
6 Aug. 59	2 533 099 (151)-		
6 Aug. 59	2 533 139 (143)-		Now: 2 spoke type steering wheel with recessed hub
6 Aug. 59	2 533 158 (141)-		
			<u>Steering column</u>
			Now: With ball bearing between column and column tube
7 Oct. 59	2 648 938	2 668 581	<u>Torsion arm link pin</u>
1 Dec. 59	-2 745 953	-2 774 758	Now: 8 mm hexagon hole in end face for ease of adjusting Formerly: Wrench flats
			<u>1960</u>
15 Feb. 60	570 016	2 565 425	<u>Front wheel bearings</u>
25 Feb. 60	2 910 843	2 921 970	Now: Lubricated with lithium grease A-1060 Formerly: Universal grease A-052
2 Mar. 60	2 921 552	2 926 037	<u>Torsion arms</u> Now: Needle bearings at outer ends, hardened bearing surfaces. Formerly: Synthetic bushes Now: Torsion arm dia. 36.98 - 37.00 mm Turned recess for seal retainer Formerly: Dia. 36.93 to 36.95 mm
			<u>Torsion arm link pins</u> Now: Seal and retainer on the torsion arm side
			<u>Steering damper</u> Now: Between upper axle tube and long tie-rod

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			<u>Stub axle/torsion arm link</u> Now: Pre-load 0.00 - 0.04 mm Formerly: 0.03 - 0.07 mm
			<u>Adjustable tie-rods</u> Now: Eye for the steering damper. Now: Two nuts with lock plate Formerly: Clip with bolt
9 Mar. 60	2 943 831	2 949 990	<u>Steering box</u> Now: Sealing compound A 354 between housing and cover discontinued
27 Apr. 60	3 040 361	3 058 087	<u>Sector type steering</u> Now: Pin dia. 7.3 - 0.25 mm Formerly: 6.057 mm
17 May 60	3 083 907		<u>Steering damper</u> Now: Secured at the tie-rod with two flat nuts and at the axle tube bracket with a lock plate
30 Aug. 60	645 570	645 004	<u>Front axle beam</u> Now: anchor plates reinforced. Reinforcement plate discontinued. Formerly: reinforcement plate between lower tube and axle stop additional
3 Oct. 60	3 335 848	3 341 077	<u>Shock absorber</u> Now: approx. 26 % softer version (Make: Boge)

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31 Oct. 60	3 396 921	-	<u>Steering damper</u> Now: make "Boge" Formerly: make "Stabilus" and "Hemscheidt"
1 Dec. 60	3 477 651	-	<u>Steering damper</u> Now: make "Stabilus" discontinued
13 Dec. 60	698 969	-	<u>Steering column bracket</u> Now: with rubber beading
16 Dec. 60	700 121	682 051	<u>Support for the swing lever shaft</u> Now: support bushes with modified lubrication groove. One grease nipple in centre of support Formerly: two grease nipples
			<u>1961</u>
29 Mar. 61	3 771 982	3 -	<u>Shock absorber</u> Now: approx. 26 % softer version, make "Fichtel & Sachs"
25 May 61	3 912 101	3 872 754	<u>Front Axle Number</u> Now: In white on the right anchor plate above the top torsion arm. Letter denoting production date stamped in right torsion arm stop. Formerly: Front axle number stamped into torsion arm stop.

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30 June 61	3 933 185 (143)		<u>Steering</u>
30 June 61	3 933 247 (141)		
30 June 61	3 933 263 (151)		Now: Roller type (Germany and Export) Formerly: Worm and sector
31 July 61	4 010 995		<u>Steering</u>  Now: Roller type, fixed installation position (except standard model, De Luxe Model Germany only) Formerly: Worm and sector.
			<u>Tie Rods</u>  Now: Left and right adjustable - except standard model (Germany only) Formerly: Only right tie rod adjustable
			<u>Tie Rods</u>  Now: Maintenance free type (Germany only) Formerly: With grease nipples
30 Aug. 61	4 089 142	4 068 130	<u>Tie Rods</u>  Now: Left and right adjustable and maintenance free (export) Formerly: Only right tie rod adjustable. With grease nipples.
1 Sept. 61	4 090 312	4 057 454	<u>Lock nut for adjustment screw of the steering worm</u>  Now: Torque 2.5 mkg
18 Sept. 61	829 682	797 404	<u>Tie Rods</u>  Now: Maintenance free type (only LHD) Formerly: With grease nipples
1 Nov. 61	4 236 757		<u>Steering</u>  Now: Roller type steering for De Luxe sedan - export Formerly: Worm and sector steering

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3 Nov. 61	851 390	818 037	<u>Steering damper</u>  Now: Lighter action. Directly connected to swing lever and a bracket on the lower axle tube. Formerly: Connected with clip on swing lever and bracket on the front frame-side member.
5 Dec. 61	0 007 478	0 007 834	<u>Shock absorber, front</u>  Now: Painted grey. Formerly: Painted black.