A. Vehicle level

Model	Front axle	Front axle	
		Without Level control	**With** Level control
	Ready-to-drive mm	Ready-to-drive mm	Ready-to-drive mm
Basic version	Tolerance $^{+10}_{-15}$	Tolerance ± 10	Tolerance ± 10
124.003/104/105	+ 30 $^{+6}_{-12}$	–	+ 25
124.004/007/008	+ 45 $^{+6}_{-12}$		+ 28
124.027/029/127/129	+ 36		+ 38
up to 10/88 124.02/03/043/05/12/13	+ 28	+ 30	+ 20
as of 11/88 124.019/020/021/022/ 023/026/028/030/ 031/032/04/05/120/ 125/126/128/13	+ 16	+ 18	+ 8
124.06	+ 8	+ 12	+ 4
124.079/08/09/18/19	+ 28	–	+ 25
124.106/107	+ 45 $^{+6}_{-12}$		+ 28
124.226/230/330/333	+ 31	+ 41	+ 32
124.290/393		–	+ 37
124.034	+ 9	+ 17	+ 16
124.036	–9	–	–13
up to 10/88 201	+ 30	+ 34	+ 25
as of 11/88 201	+ 15	+ 20	+ 10
201.034/035	+ 12	–	+ 13

Model	Front axle	Rear axle	
		without Level control	with Level control
	Ready-to-drive mm	Ready-to-drive mm	Ready-to-drive mm
	Tolerance $^{+10}_{-15}$	Tolerance ± 10	Tolerance ± 10

Suspension for increased ground clearance (SA 10881)

124.0 19/02/03/04/05/12/13	+ 41	+ 42	+ 32
124.079/08/09/18/19		–	+ 38
124.226/230/330/333	+ 35	+ 44	+ 33
124.290/393		–	+ 39
201	+ 42	+ 46	+ 35

Suspension for increased payload (SA 11152)

124	+ 28	–	+ 20

Sports chassis

124.019/02/03/04/05/12/13	+ 2	+ 2	–5
124.07/08/09/18/19		–	+ 3
124.06	–5	–1	–11
124.034		+ 3	+ 2
201	+ 2	+ 5	–5

Checking and adjusting vehicle level with level control on front and rear axle [1]

Model	**Front axle** Ready-to-drive [2] and laden mm	**Rear axle** Ready-to-drive [2] and laden mm	Position of level adjustment switch
201.034/035 (Optional equipment)	–15 ± 10	–12 ± 10	Switch toggle in center position Normal level (control point)
201.036 (Production)	–35 ± 10	–22 ± 10	
201.034/035 (Optional equipment) 201.036 (Production)	Level reduction by approx. 15 mm [2]		Switch toggle downwards
	Level increase by approx. 30 mm [2]		Switch toggle upwards

[1] Ready-to-drive, refer to general information on chassis alignment (40-0200).

[2] The visual inspection of the change in length of the control rods suffices as a function check when engine is running (approx. 1500 rpm) after operating the level adjustment switch.

B. Control point of level control

Model **Basic version**	**Rear axle** Laden (control point) in mm Tolerance ± 10 mm
124.003/104/105/127/129/2/3	+ 5
124.004/106/107	+ 15
124.007/027	+ 8
124.008/029	+ 18
124.079/08/09/18/19	– 5
up to 10/88 124.02/03/04/05/06/12/13	
up to 10/88 201	
as of 11/88 124.019/02/03/04/05/06/12/13	– 14
as of 11/88 201	
124.036	– 27

Suspension for increased ground clearance (stiff suspension SA 10881)

124 201	+ 10

Suspension for increased payload SA 11152

124	– 5

Sports chassis

124 201	– 25

C. Front axle wheel alignment

Model **Basic version**	Camber [1] (Toe-in 0°) Tol. $^{+10'}_{-20'}$	Caster [1] (Toe-in 0°) Tol. ± 30'	With wheels turned	Toe-in [1] Tol. ± 10'	Toe-out on turns ∡ [2] Tol. ± 30'	Ball point position in mm Tol. ± 2
as of 10/88 124.020/021/023/026/ 03/04/05/120/125/ 128/13	– 0° 05'	10° 10'	9° 55'	0° 20'	– 0° 55'	27.5
up to 11/88 124.01/020/021/022/023/ 026/028/030/031/032/ 04/05/120/125/128/13	– 0° 25'	10° 25'	10° 05'		– 1° 05' [3]	
124.003/104/105	– 0° 05'	10° 10'	9° 55'		– 1° 10' [3]	
124.027/029/127/129	0° 10'	10° 5'	9° 50'		– 1° 20' [3]	
124.06	– 0° 40'	10° 30'	10° 15'		– 1°	
124.004/007/008/106/107	0° 25'	10°	9° 45'		– 1° 20' [3]	
124.07/08/09/18/19	– 0° 05'	10° 10'	9° 55'		– 1° 10' [3]	
124.034	– 0° 40'	10° 30'	10° 15'		– 1° 30'	26.5 [4] 23.5 [5]
124.036	– 1°	10° 50'	10° 30'		– 0°55'	
124.2/3	– 0° 35'	10° 20'	10° 05'	0° $^{+5'}_{-10'}$	– 0° 50'	28.5
as of 10/88 201.01/02/12	0°	10° 10'	9° 55'	0° 20'	– 0° 35'	30
up to 10/88 201.01/02/12	– 0° 25'	10° 25'	10° 05'		– 0°45'	
201.034/035		10° 30'	10° 10'		– 0°40'	
201.036	– 1° 35'	11° 20'	10° 55'		– 0° 20'	

[1] Tolerances only for checking. Aim for specified value during adjustment. Permissible difference between left and right 0°20' camber, 0°30' caster.
[2] Value specification without toe-in.
[3] On vehicles up to 06/89 (prior to introduction of modified drag link), the toe-out on turns is smaller by 15'.
[4] Measuring point: on pitman arm.
[5] Measuring point: on idler arm.

Model	Camber [1] (Toe-in 0°) Tol. $^{+10'}_{-20'}$	Caster [1] (Toe-in 0°) Tol. ± 30'	With wheels turned	Toe-in [1] Tol. ± 10'	Toe-out on turns ∡ [2] Tol. ± 30'	Ball point position in mm Tol. ± 2
Level control with level adjustment at front and rear axles						
201.03	– 1°	10° 55'	10° 30'	0° 20'	– 0° 30'	30
Suspension for increased payload (Special equipment 11152)						
124	– 0° 05'	10° 10'	9° 55'	0° 20'	–1° 10' [3]	27.5
Suspension for increased ground clearance (stiff suspension, Special equipment 10881)						
124.01/02/03/07/08/09/ 12/13/18/19	0° 20'	10°	9° 45'	0° 20'	– 1° 20' [3]	27.5
124.2/3	– 0° 30'	10° 15'	10°	0° $^{+5'}_{-10'}$	– 0° 50'	28.5
201	0 ° 20'	10°	9° 45'	0° 20'	– 0° 55'	30
Sports chassis						
124.01/02/030/031/032/ 04/05/07/08/09/12/13 18/19	– 0° 45'	10° 40'	10° 20'	0° 20'	– 0° 55'	27.5
124.034	– 0° 55'	10° 45 '	10° 25'			26.5 [4] 23.5 [5]
124.06						27.5
201	– 0° 50'	10° 40'	10° 20'		– 0° 35'	30

1) Tolerances only for checking. Aim for specified value during adjustment. Permissible difference between left and right 0°20' camber, 0°30' caster.
2) Value specification without toe-in.
3) On vehicles up to 06/89 (prior to introduction of modified drag link), the toe-out on turns is smaller by 15'.
4) Measuring point: on pitman arm.
5) Measuring point: on idler arm.

D. Rear axle wheel alignment

Toe-in values (ready-to-drive)

Model	Total toe-in (level ready-to-drive)
124, 201	0° 25' $^{+10'}_{-05'}$

Camber values at vehicle level

Models 124, 201 Vehicle level in mm	Camber at level in mm, tolerance ± 30'
+ 50	–0° 15'
+ 40	–0° 30'
+ 30	–0° 45'
+ 20	–1°
+ 10	–1° 15'
0	–1° 30'
–10	–1° 45'
–20	–2°
–30	–2° 15'