35 Rear axle

Model	Designation	Type and reason for change	Breakpoint	Operation no.
201	Tie rod	Improved bearing seat of rubber mount by widening the fixing eye from 12 to 19 mm.	09/83	35–112
201	Rear axle bracket	Improved routing of water drainage hose of tank recess, thus dispensing with the fixing clamp on rear axle bracket.	04/83	35–010
201	Rear axle shaft	Height of locking bolt head for attaching rear axle shafts to connecting flange increased, in order to prevent slipping when using a polygon head wrench to loosen the bolt head when there is a high release torque.	11/83	35–520 35–540 35–620
201.022 201.024	Rear suspension	Rear locking bolts with WAF 19 (was WAF 17) for attaching rear axle to frame floor. Standardization of WAF 19 with the front attachment, facilitating assembly.	05/83	35–010 35–040
201	Spring link	Additional fixing tabs for attaching the plastic cover to the spring link.	07/83	35–114
201	Wheel carrier suspension	Due to the change in surface of the fixing bolts of camber strut, torque strut and thrust arm on wheel carrier, the tightening torque is 40 Nm. (ET No. 201 990 21 01) M10x1x75.	05/83	35–110 35–111 35–113
201	Front mount for rear axle center assembly	The height of the front mount for the rear axle center assembly has changed in relation to the rear axle bracket. Standardization with model 124. See programmed repair.	12/83	35–520

Model	Designation	Type and reason for change	Breakpoint	Operation no.
201	Spring link	Plastic cover with wide edge, attached to the inside with sheet metal screws. Simplified assembly.	09/84	35–114
201	Camber strut	To improve the endurance strength, introduction of box-type camber struts instead of round struts.	07/84	35–110
201	Thrust arm	Improved thrust arm lining to protect against corrosion.	12/84	35–113
124	Rear rubber mount on rear axle bracket	Shape of internal bush changed and higher proportion of rubber to avoid transmission of noise .	05/85	35–040
124 201	Thrust arm	Use of heavily damped rubber mounts. Torque strut	09/85	35–111 35–113
201	Spring link	Rationalization of spring link lining with model 124.	09/85	35–114
124 201	Tie rod	Use of strengthened tie rods to increase strength.	10/85	35–112
124 201	Torque strut	Increase of sheet thickness to 3 mm (previously 2.75 mm) and installation on model 201. This dispenses with the tensioning sleeve on the wheel carrier side.	03/86	35–111
124 201	Torque strut	Deletion of eccentric bolt and elongated hole on rear axle bracket for toe angle adjustment. Accurate manufacture.	04/86	35–111
201	Torque strut	Standardization of torque strut with model 124. Deletion of tensioning sleeve.	09/86	35–111
124 (not including 124.020/080 124.10/120 124.125/180 124.185) 201.028/029 201.03/128	Front rubber mount of rear axle bracket	Installation of hydraulically-damped rubber mounts.	07/87	35–040

Model	Designation	Type and reason for change	Breakpoint	Operation no.
124	Shim for front center assembly suspension	Use of standard washer of 2.6 mm for height compensation of center assembly suspension and deletion of code number on rear axle bracket.	02/88	35–520
124	Rear rubber mount in rear axle bracket	Installation of rubber mounts with a smaller slot giving better durability.	10/88	35–050
124 201	Thrust arm Torque strut	Use of standard damping rubber mounts in place of high-damping mounts.	12/88	35–111 35–113
201.036	Spring link	Use of harder spring link rubber mounts.	01/89	35–114
124	Spring link	For rationalization purposes, the rubber mounts with 63° Shore hardness from the 124 Sport are installed (previously 50° Shore).	10/89	35–114
124.026/03 124.05/09	Rubber mount on rear axle bracket	Rationalization of rubber mounts with higher stop limiting lugs and stop plates as model 129.	11/89	35–040
124.026/03 124.05/09 124.130/190	Rear axle shafts	Conversion to reinforced ball cages on the annular joints.	11/89	35–620
124 201	Torque strut Camber strut Thrust arm	Rationalization of rubber mounts with 60° Shore for torque strut and camber strut and 55° Shore for thrust arm.	01/91	35–110 35–111 35–113
124.026/030 124.12/130 with mechanical transmission	Tilger on rear axle	Vibration tilger fitted as standard equipment, giving improved noise characteristics.	03/91	35–520
124 Taxi	Front rubber mount on rear axle bracket	Use of rubber mounts with 60° shore hardness (previously 50° shore) for greater durability.	04/91	35–040

Model	Designation	Type and reason for change	Breakpoint	Operation no.
124 201	Rear axle shaft	Rear axle shaft and connecting flange centered, giving more accurate assembly and improved concentricity.	04/91	35–620 35–660
124 201	ASD hydraulic unit	Measurement connection on housing deleted, as integrated into the pressure limiting valve.	04/91	35–520
124.106	Rear rubber mount on rear axle bracket	Greater driving stability and less load change jolt due to improved rubber mount.	05/91	35–040
124	Spring link	Rationalized rubber mount to reduce the variety of axles in production and improve driving stability.	12/91	35–114
124 201	ASD hydraulic unit	New hydraulic unit without accumulator with operating pressure of 50–63 bar.	6/92	35–520
124 Taxi	Front mount for rear axle center assembly	Front mount for rear axle center assembly with two-piece mount.	7/93	35–520