1962-72 MERCEDES BENZ SPECIFICATIONS & ADJUSTMENTS

TIRE INFLATION (COLD)

Before attempting to check or adjust wheel alignment, ensure that tires are properly inflated. Tire inflation pressures for some models are given on inside of gas tank cover. For additional information see Tire Pressure Specifications table.

Tire Pressure Specifications (psi)

Model Identification	Front	Rear
200, 200D	21	26
220, 220S, 220SE	23	26
220D/8, 220/8	21	26
230/8, 250/8	24	28
230SL, 250SL	26	31
280SE/9 3.5	30	33
280SEL/8 6.3	26	31
280SE/8, 300SEL/8, 280S/8, 280SEL/8		
Standard	24	27
Radial	28	33
300SE/9 3.5	30	33
300SEL/8 6.3	33	33
300SL	28	31
350SL	30	35
600	27	30
600L	30	33

CASTER

300 SL – Caster is nonadjustable. If not within specifications, inspect front suspension for damage or worn parts. Repair or replace as necessary.

600 & 600L – If caster is not within specifications, loosen bolts on mounting plate of guide joint on upper control arm. Using suitable tool (100 589 00 13) adjust guide joints by moving along elongated bolt slots until caster is within specifications. Tighten bolts and recheck caster.

220/8, 220D/8, 230/8, 250/8 & 350SL – Test under loaded condition. Load vehicle with two 143 lb. weights in front seat, one 143 lb. weight on rear seat and full tank of gas. If caster is not within specifications, loosen locking nut of eccentric bolt on front side of lower control arm. To adjust, rotate eccentric bolt until caster within specifications. Hold eccentric bolt in place and tighten locking nut. *NOTE – Adjusting caster will affect camber angle. Increasing caster will increase camber.*

All Other Models – If caster is not within specifications, loosen bolts attaching carrier of rear engine mounting and strut for lateral support on front axle carrier to eliminate any distortions of engine rubber mountings. Mark position of leave spring on body and loosen nuts. Using suitable spanner (111 589 02 09) adjust cam bolt equally on both sides. Tighten all nuts and bolts. Recheck caster.

To adjust minor differences between left and right sides, loosen locking nut of cam bolt on upper steering knuckle bearing . Rotate cam bolt using suitable spanner (180 589 00 05). Inspect rubber ring to ensure a proper seal and tighten locking nut on cam bolt.

CAMBER

300 SL – If camber is not within specifications, loosen nuts on eccentric bolt and on upper control arm. Slide adjusting washer on upper control arm forward to ensure that toothing of washer no longer snaps into screw on control arm. To adjust, rotate eccentric bolt, using a suitable tool (186 589 00 09). Reverse removal procedure and recheck camber.

600 & 600L – If camber is not within specifications, loosen clamps on pivot pin of upper control arm. To adjust, rotate eccentric bushing until camber is within specifications. Tighten clamps and recheck camber.

220/8, 220D/8, 230/8, 250/8 & 350SL – Test under loaded condition. Load vehicle with two 143 lb. weights in front seat, one 143 lb. weight on rear seat and full tank of gas. If camber is not within specifications, loosen locking nut of eccentric bolt on rear side of lower control arm. To adjust, rotate eccentric bolt until camber is within specifications. Hold eccentric bolt in place and tighten locking nut. *NOTE – Adjusting camber will affect caster. Increase in camber will increase caster.*

All Other Models – If camber is not within specifications, loosen cam bolt locking nut on upper steering knuckle bearing. Loosen nut approximately three turns and tap cam bolt slightly forward. Highest point of cam bolt is marked by a notch on the head. To adjust, rotate cam bolt until camber is within specifications. Hold cam bolt in place and tighten locking nut. Recheck camber.

If camber cannot be brought within specifications by adjusting cam bolt, add or remove washers between bearing bolt for upper control arm and front axle carrier. If washer is removed it must be placed between lock washer and bolt to prevent bolt from bottoming against front spring.

TOE-IN

300 SL – Place wheels in straight ahead position. If toe-in is not within specifications, bend locking plate back, loosen nut and knock off tension ring from cone of tie rod tube. To adjust, rotate tie rod tube until toe-in is within specifications. Slide tension ring onto tie rod tube, tighten lock nut and bend locking plate. *NOTE – When tightening nut, ensure that ball socket heads contact ball pins in the turning direction of tie rod nuts.*

All Other Models – Place wheels in straight ahead position. If toe-in is not within specifications, loosen clamp bolts. To adjust toe-in, rotate tie rods until toe-in is within specifications. Rotate both tie rod heads in same direction as far as they will go and tighten clamp bolts. Recheck toe-in.

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1962-72 MERCEDES BENZ SPECIFICATIONS & ADJUSTMENTS (Cont.)

WHEEL ALIGNMENT SPECIFICATIONS

R — Right F — Front Rr — Rear L — Left Man — Manual Steering Pwr — Power Steering	Steering Axis Inclin.	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
					Inner	Outer
190, 190D, 200 200D, 230, 230S 220SEB, 250SE 250S, 300SE	5°30′±10′	+3°30′±15′①	+0°30′	.079±.039	.....	.....
220, 220S, 220SE	5°30′±10′	+2°45′±15′①	+0°30′	.079±.039	.....	.....
220/8, 220D/8 230/8, 250/8	6°±10′	+2°30′±20′②	0°±10′	.197±.039	.....	.....
230SL, 250SL 280SL/8	5°30′	+3°30′±15′①	+0°10′+20′	.079±.039	.....	.....
280S/8, 280/8 280SEL/8 280SE/9 3.5	5°30′	+3°30′±15′①	+0°30′−20′	.079±.039	.....	.....
300SEL/8 300SEL/9 3.5	5°40′	+3°30′±15′①	+0°20′−20′	.079±.039	.....	.....
300SEL/8 6.3	5°40′	+3°30′±15′③	+0°20′−20′	.079±.039	.....	.....
300SL	.....	+5°15′±30′④	+30′±30′④	.079 to .157	.....	.....
350SL	6°	+3°15′±20′	−0°05′±15′	.079±.039	.....	.....
600, 600L	6°30′±10′	+2°±15′	0°±10′	.236±.039	.....	.....

① — With power steering 4°±15′.
② — With power steering 3°30′±20′.
③ — With power steering 6°±30′.
④ — Max. difference between wheels 30′.

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