Rear Axle Drive

The power is transmitted by a spiral bevel gear differential with bevel spider gears through the axle shafts to the rear wheels. Accurate adjustment is essential for the life and silent operation of the ring and pinion gears.

The ring and pinion gear ratio is 1:4.428 (7:31).

The differential divides the drive to the rear wheels to equal the different paths traveled in curves.

Rear Wheel Suspension

The rear wheels are independently suspended. Road shocks are transmitted from the wheels by the radius arms to the left or right torsion bar. The torsion bars are anchored in a splined socket which is welded into the middle of the torsion bar tube.

The different number of splines on the ends of the torsion bar permits an exact adjustment of the rear wheel suspension on both sides. Hydraulic, double-acting, telescopic, shock absorbers absorb road shock and prevent the vehicle from recoiling.

Vehicles of the type 356 B/1600 GS and 356 B/1600 S-90 have a compensating spring as standard equipment. The compensating spring, a single transverse leaf, is attached at both ends to the axle tube suspension brackets and is pivoted against the transmission housing under the differential at its center. The compensating spring acts as an anti-stablizer.

Oil Capacity

The capacity of the transmission is 3.5 liters (approx. 3.75 quarts). Oil changes should be made according to the lubrication chart using only approved lubricants. An oil change requires approximately 3.5 quarts (3.2 liters).