**Special tools required:**

- 32 3 190
- 32 4 150

**Important!**

Changes in axle geometry caused by accidents must under no circumstances be rectified by camber adjustment!

Note:

Camber and toe-in influence each other. Adjust the toe-in first in order to simplify the adjustment procedure.

The centering pin may only be driven or twisted out if the camber is outside the specified tolerance after toe adjustment.

Version with active front steering:

- Align steering wheel
- Set cumulative steering angle by means of the service function "Carry out initial operation/adjustment for active front steering" to "zero".
- Install special tool 32 4 150 to secure active front steering power steering gear.

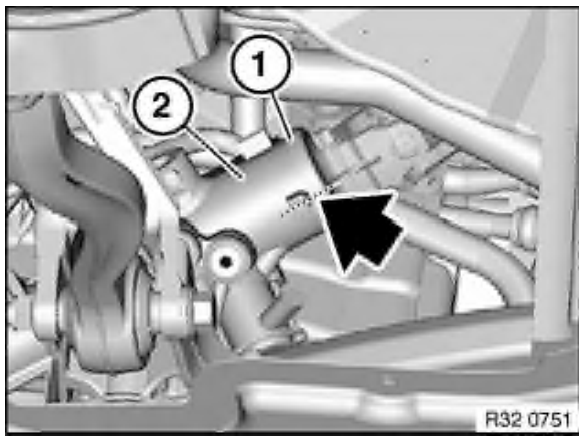
(Refer to assembly and installation instructions).

Note: If special tool 32 4 150 cannot be installed, the steering wheel must be secured with the steering wheel arrester. The cumulative steering angle must remain at "zero" during the adjustment operation.

Important!

Once the special tool 32 4 150 has been fitted, the cumulative steering angle must still be set to "zero"!

- Check cumulative steering angle, reposition special tool 32 4 150 if necessary.

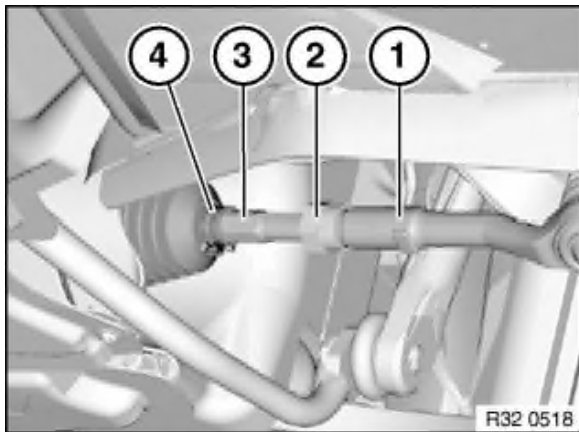


Version without active front steering:

If necessary, remove steering gear cover at side

Move steering into straight-ahead position by means of markings on cap (1) and steering gear (2).

Align steering wheel and secure with steering wheel arrester.



Adjust toe-in:

Clean thread on tie rod.

Slacken clamping nut (2), gripping tie rod end (1) in the process.

Remove clamp (4).

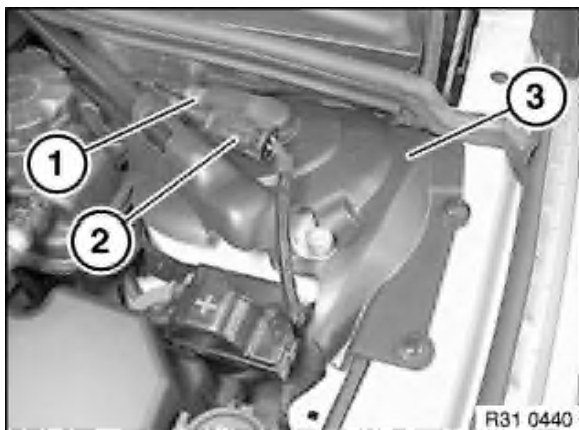
Adjusting procedures:

1. Turn tie rod (3) to adjust toe-in to specified value.
2. Check cumulative steering angle; if necessary, set to "zero"
3. Check toe values; if necessary, repeat adjustment procedure

Tighten down clamping nut (2).

Tightening torque 32 21 5AZ .

Fit clamp (4).



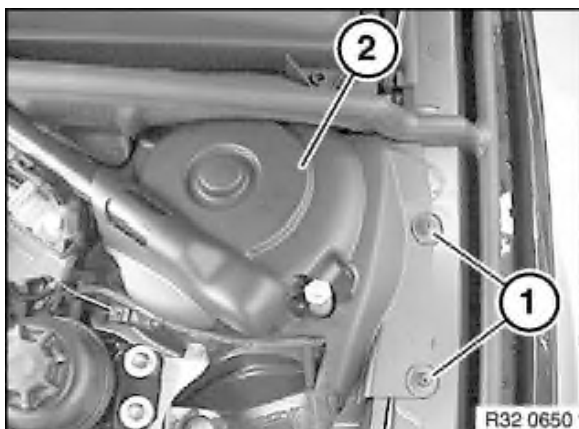
Adjusting camber:

M5:

Disconnect connector (2).

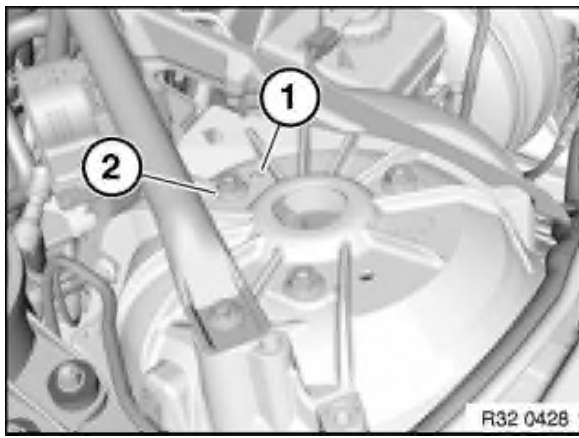
Unclip connecting cable (1) from spring strut dome cover (3).

Detach connecting cable (1) from front spring strut.



If necessary, release expander rivet (1).

If necessary, unclip spring strut dome cover (2) from front cross-strut.

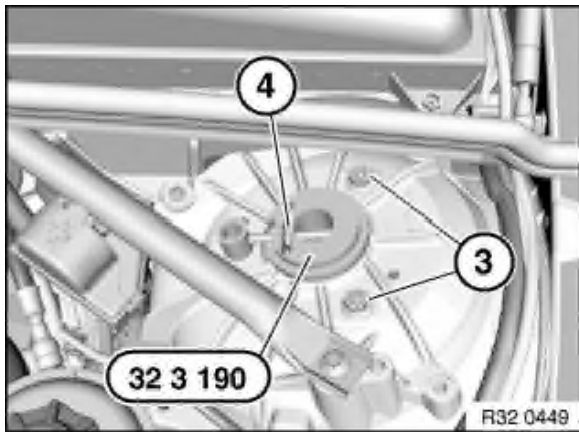


If necessary, remove protective cap.

Knock out centering pin (1) in downwards direction.

Clean wheel arch from below in area of support bearing with compressed air.

Slacken nut (2) approx. 1 to 1.5 turns.



Insert special tool 32 3 190 into wheel arch opening and over nut.

Replace nuts (3) and screw on but do not tighten down fully.

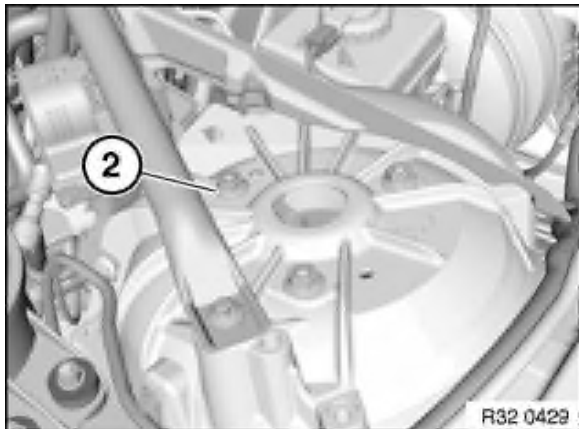
Adjusting procedures:

1. Turn nut (4) in special tool 32 3 190 to adjust camber to specified value.
2. Check cumulative steering angle; if necessary, set to "zero"
3. Check camber values; if necessary, repeat adjustment procedure

Tighten down nuts (3)

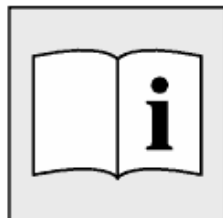
Tightening torque 31 31 1AZ .

Remove special tool 32 3 190 .



Replace nut (2) and tighten down.

Tightening torque 31 31 1AZ .



After installation:

- Check directional stability of car; if necessary, repeat toe-in adjustment
- Version with active front steering: Remove special tool 32 4 150 .