

32 00 Wheel Alignment E60 / E61 Low-slung sport suspension

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|---|-----------|--|
| Observe test conditions | | |
| Front axle: | | |
| Total toe-in E60 | | 0° 8' ± 10' |
| Total toe-in E61 | | 0° 12' ± 10' |
| Camber (difference between left/right max. 30') | | - 30' ± 20' |
| Toe angle difference | | (difference between left/right max. 30') |
| - with 20° lock on inside wheel | | 1° 47' ± 30' |
| Caster | | Difference between left/right max. 30' |
| Front wheel displacement | | 0° ± 15' |
| Maximum wheel lock | | |
| - Inside wheel | approx. ° | 43° 01' |
| - Outside wheel | approx. ° | 33° 38' |
| Rear axle: | | |
| Total toe | | 0° 18' ± 10' |
| Camber (difference between left/right max. 30') | | -2° 00' ± 20' |
| Geometrical axis deviation | | 0° ± 12' |

Observe the following test conditions prior to the chassis/wheel alignment check:

1. Correct and identical rim and tyre sizes.
2. Correct tread depth. The tread depth for each axle may differ from left to right by max. 3-4 mm.
3. Correct tyre inflation pressure (see instruction plate on car).
4. Wheel bearing clearance OK
5. Steering backlash OK
6. Condition of suspension and shock absorbers OK
7. Cars with ride level control: Pull fuse of air supply unit so that there is no controlling down or up.