

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

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