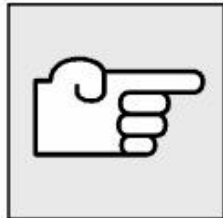
**Special tools required:**

- 32 3 190
- 32 4 150
- 32 4 151
- 32 4 152
- 32 4 153

**Important!**

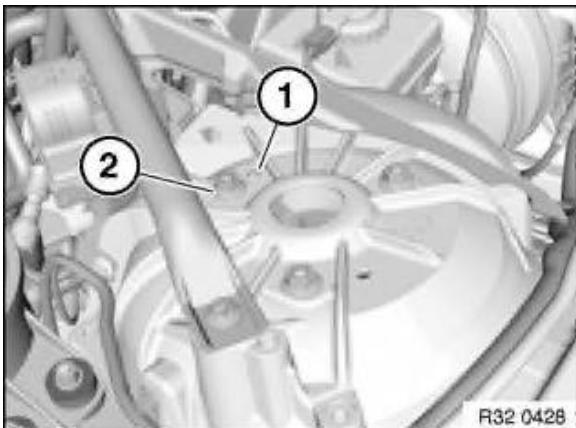
After installation:

- Vehicles without AFS:
 - Carry out adjustment of steering angle sensor.
- Vehicles with AFS:
 - Carry out AFS start-up/adjustment.

**Adjusting camber:**

A change in camber always signifies a toe-in change. The camber must therefore be adjusted first.

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

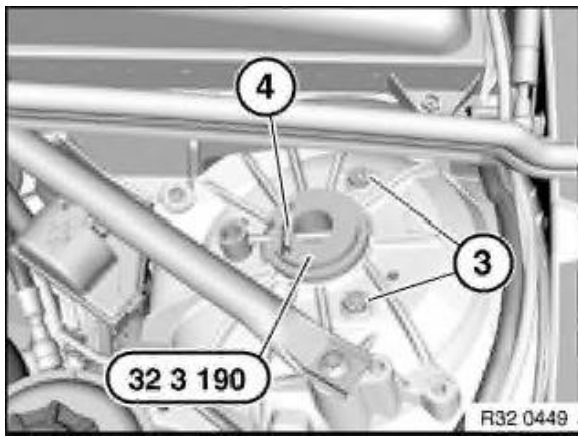


Remove cover from spring strut dome.

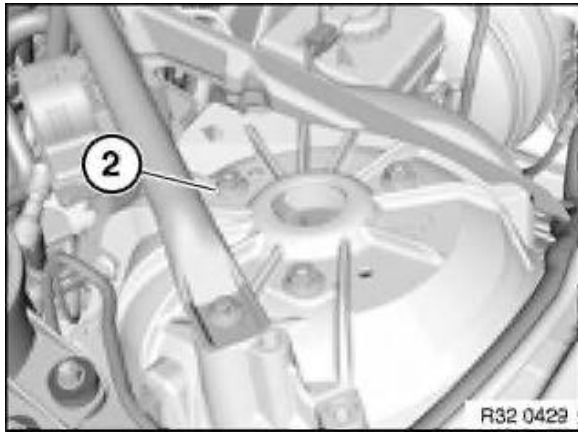
Knock out centering pin (1) in downwards direction.

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

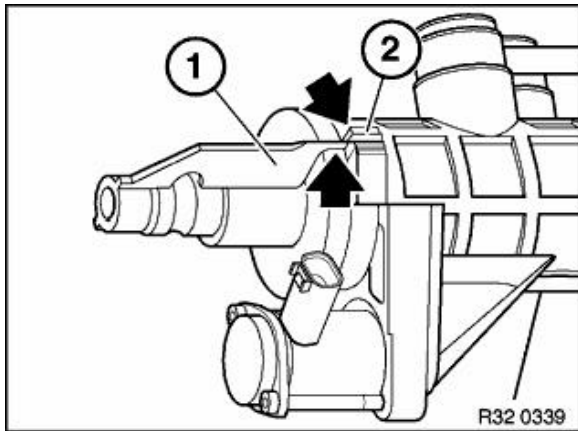
Slacken nut (2) approx. 1 1/2 turns.



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. Adjust camber to specified value by turning nut (4) in special tool. Max. possible camber change = $\pm 18'$. Tighten down nuts (3). Tightening torque 31 31 1AZ



Remove special tool. Replace nut (2) and tighten down. Tightening torque 31 31 1AZ

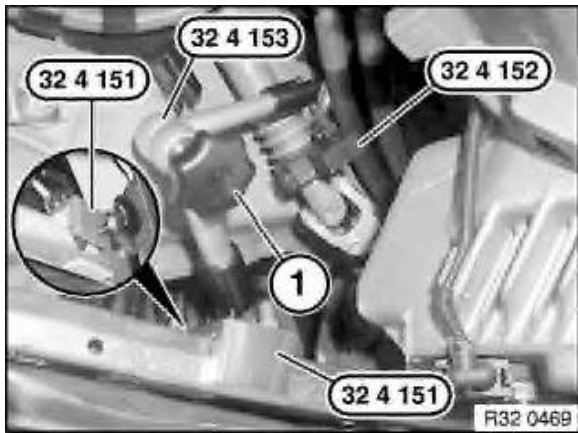


Adjusting toe-in/toe-differential angle:

Vehicles without AFS:

Diesel engines: Remove left steering trim.

Move steering gear and wheels to straight-ahead position. Markings on cap (1) and on housing (2) must match up on steering gear.



Vehicles with AFS:

- Connect vehicle to diagnosis tester. Select item "AFS start-up / adjustment" from Service Functions. Set steering gear to zero point (total steering angle must be "zero"!)
- Lock steering gear with special tool 32 4 150 .
 1. Secure special tool 32 4 152 to steering spindle.
 2. Secure special tool 32 4 151 to front axle support.
 3. Lock tool 32 4 153 by turning at knob (1).
 4. Checking total steering angle

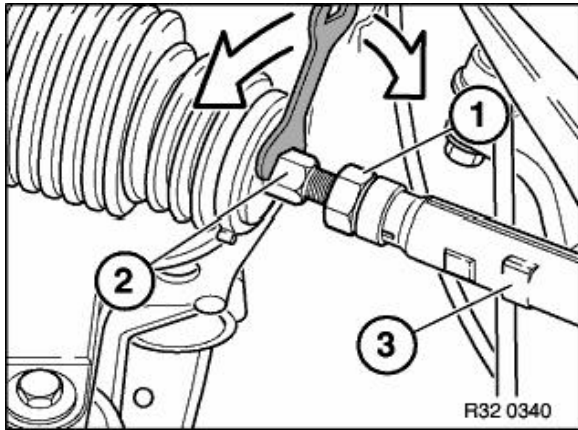
Important!

It is absolutely essential to ensure that the total steering angle remains set to "zero" on the diagnosis tester after the steering has been mechanically locked.

- Carry out wheel alignment.

Note:

Continue with AFS start-up after wheel alignment/adjustment.



Slacken lock nut (1) of tie rod, gripping tie rod (3) in so doing.

Adjust wheel toe to specified value by turning tie rod axial joint at hexagon head (2).

Installation:

Make sure gaiter is not twisted. Tighten down lock nut (1), gripping tie rod (3) in so doing.

Tightening torque 32 21 5AZ