

32 00 Chassis/wheel alignment - normal position F45

Car loaded down to normal position	Vehicle with complete equipment for normal operation with: 2 x 68 kg on front seats (seats in centre position); 1 x 68 kg on rear seat (centre); 1 x 21 kg in luggage compartment (centre) and full fuel tank.
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32 00 Wheel Alignment F45 Series

Observe test conditions!		
Front axle:		
Total toe-in		0° 08' ± 12'
Total toe-in adjustment*		0° 08' ± 4'
Toe difference** single wheel between left/ right		max. 12'
Camber (difference between left/right max. 30')		- 0° 40' ± 30'
Camber adjustment*		- 0° 40' ± 25'
Toe difference angle (difference between left/right max. 30')		-1° 42'
Castor angle		(difference between left/right max. 30')
Front wheel offset		0° ± 15'
Maximum steering angle		
- Inner cornering wheel	Ca. °	38° 36'
- Outer cornering wheel	Ca. °	31° 54'
Rear axle:		
Total toe-in		0° 18' ± 12'
Total toe-in adjustment*		0° 18' ± 4'
Camber (difference between left/right max. 30')		-1° 45' ± 25'
Camber adjustment*		-1° 45' ± 5'
Geometrical driving axis		0° ± 12'
*Note: To minimise adjusting errors (measuring inaccuracies), use a narrower tolerance for adjusting toe/camber.		
**Note: Toe difference front axle = criterion for steering wheel inclination		

32 00 Wheel Alignment F45 Sports suspension settings with low-slung

Observe test conditions!		
Front axle:		
Total toe-in		0° 08' ± 12'
Total toe-in adjustment*		0° 08' ± 4'
Toe difference** single wheel between left/ right		max. 12'
Camber (Difference between left/right maximum 30')		- 0° 45' ± 30'
Camber adjustment*		- 0° 45' ± 25'
Toe difference angle (difference between left/right max. 30')		-1° 42'
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Camber (difference between left/right max. 30')		-1° 45' ± 25'
Camber adjustment*		-1° 45' ± 5'
Geometrical driving axis		0° ± 12'
*Note: To minimise adjusting errors (measuring inaccuracies), use a narrower tolerance for adjusting toe/camber.		
**Note: Toe difference front axle = criterion for steering wheel inclination		