

32 00 Chassis/wheel alignment - normal position E84

Car loaded down to normal position	Vehicle with complete equipment for normal operation with: 2 x 68 kg on front seats (seats in central 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 E84 4WD Series

Observe test conditions!	
Front axle:	
Total toe-in	0° 14' ± 12'
Adjustment* total toe-in	0° 14' ± 4'
Toe difference** single wheel between left/ right	max. 12'
Camber (difference between left/right max. 30')	-27' ± 30'
Adjustment* camber	-27' ± 25'
Toe difference angle	(difference between left/right max. 30')
- with 20° steering angle on inside wheel	1° 38' ± 30'
Castor angle	(difference between left/right max. 30')
Front wheel offset	0° ± 15'
Maximum steering angle	
- Inner cornering wheel	37° 16'
- Outer cornering wheel	31° 16'
Rear axle:	
Total toe-in	0° 18' ± 12'
Adjustment* total toe-in	0° 18' ± 4'
Camber (difference between left/right max. 15')	-1° 30' ± 25'
Adjustment* camber	-1° 30' ± 5'
Geometrical driving axis	0° ± 12'
*Note: To minimize adjusting errors (measuring inaccuracies), use a narrower tolerance for adjustment.	
**Note: Toe difference front axle = criterion for steering wheel inclination	

32 00 Wheel Alignment E84 4WD Sport suspension

Observe test conditions!	
Front axle:	
Total toe-in	0° 14' ± 12'
Adjustment* total toe-in	0° 14' ± 4'
Toe difference** single wheel between left/ right	max. 12'
Camber (difference between left/right max. 30')	-27' ± 30'
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Total toe-in	0° 18' ± 12'
Adjustment* total toe-in	0° 18' ± 4'
Camber (difference between left/right max. 15')	-1° 30' ± 25'
Adjustment* camber	-1° 30' ± 5'
Geometrical driving axis	0° ± 12'
*Note: To minimize adjusting errors (measuring inaccuracies), use a narrower tolerance for adjustment.	
**Note: Toe difference front axle = criterion for steering wheel inclination	

32 00 Wheel Alignment E84 Rear end Series

Observe test conditions!	
Front axle:	
Total toe-in	0° 14' ± 12'
Adjustment* total toe-in	0° 14' ± 4'
Toe difference** single wheel between left/ right	max. 12'
Camber (difference between left/right max. 30')	-18' ± 30'
Adjustment* camber	-18' ± 25'
Toe difference angle	(difference between left/right max. 30')
- with 20° steering angle on inside wheel	1° 37' ± 30'
Castor angle	(difference between left/right max. 30')
Front wheel offset	0° ± 15'
Maximum steering angle	
- Inner cornering wheel	39° 58'
- Outer cornering wheel	32° 58'
Rear axle:	
Total toe-in	0° 18' ± 12'
Adjustment* total toe-in	0° 18' ± 4'
Camber (difference between left/right max. 15')	-1° 30' ± 25'
Adjustment* camber	-1° 30' ± 5'
Geometrical driving axis	0° ± 12'
*Note: To minimize adjusting errors (measuring inaccuracies), use a narrower tolerance for adjustment.	
**Note: Toe difference front axle = criterion for steering wheel inclination	

32 00 Wheel Alignment E84 Rear end Sport suspension

Observe test conditions!	
Front axle:	
Total toe-in	0° 14' ± 12'
Adjustment* total toe-in	0° 14' ± 4'
Toe difference** single wheel between left/ right	max. 12'
Camber (difference between left/right max. 30')	-18' ± 30'
Adjustment* camber	-18' ± 25'
Toe difference angle	(difference between left/right max. 30')
- with 20° steering angle on inside wheel	1° 37' ± 30'
Castor angle	(difference between left/right max. 30')
Front wheel offset	0° ± 15'
Maximum steering angle	
- Inner cornering wheel	39° 58'
- Outer cornering wheel	32° 58'
Rear axle:	
Total toe-in	0° 18' ± 12'
Adjustment* total toe-in	0° 18' ± 4'
Camber (difference between left/right max. 15')	-1° 30' ± 25'
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Geometrical driving axis	0° ± 12'
*Note: To minimize adjusting errors (measuring inaccuracies), use a narrower tolerance for adjustment.	
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32 41 Pump and Oil Supply E84 / N43 / N47 / N47S /

Impeller pump	max. bar	112... 120
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32 41 Pump and Oil Supply E84 / N43 / N47 / N47S /

Impeller pump	max. bar	112... 120
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