

3200 Overview of Technical Data

Axle alignment of front axle G08 LCI standard suspension, rear-wheel drive

* To minimise adjustment errors (measuring inaccuracies), use a narrower tolerance for the toe/camber adjustment! Toe difference front axle = criterion for steering wheel inclination

Total toe-in	
	0° 14' +/- 12'
Total toe-in adjustment*	
	0° 14' +/-4'
Toe difference on single wheel between left/right	
	max. 12'
Camber (difference between left/right max. 30')	
	-0° 23' +/-30'
Camber adjustment*	
	-0° 23' +/-25'
Toe difference angle (difference between left and right)	
	max. 20'
Castor angle (difference between left and right)	
	max. 30'
Front wheel offset	
	0° +/- 15'
Largest steering angle on inner cornering wheel	
	Approx. 38° 06'
Largest steering angle on outer cornering wheel	
	Approx. 32° 09'



DIN normal position loading

Vehicle has a full tank.

Vehicle is completely assembled.

Per front seat (seat in centre position)

68 kg

On the centre rear seat

68 kg

Centred in the luggage compartment

21 kg

Rear axle wheel alignment G22 sport suspension settings without low-slung (adaptive M suspension, M Sport suspension)

* To minimise adjustment errors (measuring inaccuracies), use a narrower tolerance for the toe/camber adjustment!

Total toe-in

0° 24' +/- 12'

Total toe-in adjustment*

0° 24' +/-4'

Toe difference on single wheel between left/right

max. 12'

Camber (difference between left/right max. 30')

-1° 45' +/-25'

Camber adjustment*

-1° 45' +/-05'

Geometrical driving axis

0° +/- 12'

Ride height with vehicle load tolerance

Minimum value

min. - 20 mm

Maximum value

max. + 40 mm

Tolerance for ride height at design level

Tolerance for setpoint value

max. 2 mm

Difference between left and right

max. 2 mm



Tolerance for ride height in normal position**Tolerance for setpoint value**

max. 10 mm

Difference between left and right

max. 10 mm

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Wheel alignment of front axle G08 for standard suspension, rear wheel drive

* To minimise adjustment errors (measuring inaccuracies), use a narrower tolerance for the toe/camber adjustment! Toe difference front axle = criterion for steering wheel inclination

Total toe-in	0° 12' +/- 12'
Total toe-in adjustment*	0° 12' +/-4'
Toe difference on single wheel between left/right	max. 12'
Camber (difference between left/right max. 30')	-0° 23' +/-30'
Camber adjustment*	-0° 23' +/-25'
Toe difference angle (difference between left and right)	max. 20'
Castor angle (difference between left and right)	max. 30'
Front wheel offset	0° +/-15'
Largest steering angle on inner cornering wheel	Approx. 38° 06'
Largest steering angle on outer cornering wheel	Approx. 32° 09'



Wheel alignment of front axle G22 for standard suspension

* To minimise adjustment errors (measuring inaccuracies), use a narrower tolerance for the toe/camber adjustment! Toe difference front axle = criterion for steering wheel inclination

Total toe-in	0° 16' +/- 12'
Total toe-in adjustment*	0° 16' +/- 4'
Toe difference on single wheel between left/right	max. 12'
Camber (difference between left/right max. 30')	-1° 02' +/- 30'
Camber adjustment*	-1° 02' +/- 25'
Toe difference angle (difference between left and right)	max. 20'
Castor angle (difference between left and right)	max. 30'
Front wheel offset	0° +/- 15'
Largest steering angle on inner cornering wheel	Approx. 40° 49'
Largest steering angle on outer cornering wheel	approximately 33° 20'



Wheel alignment of front axle G22 sport suspension settings without low-slung (adaptive M suspension, M Sport suspension)

* To minimise adjustment errors (measuring inaccuracies), use a narrower tolerance for the toe/camber adjustment! Toe difference front axle = criterion for steering wheel inclination

Total toe-in	0° 16' +/- 12'
Total toe-in adjustment*	0° 16' +/-4'
Toe difference on single wheel between left/right	max. 12'
Camber (difference between left/right max. 30')	-1° 02' +/-30'
Camber adjustment*	-1° 02' +/-25'
Toe difference angle (difference between left and right)	max. 20'
Castor angle (difference between left and right)	max. 30'
Front wheel offset	0° +/- 15'
Largest steering angle on inner cornering wheel	Approx. 40° 49'
Largest steering angle on outer cornering wheel	approximately 33°20'



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Wheel alignment of rear axle G22 for standard suspension

* To minimise adjustment errors (measuring inaccuracies), use a narrower tolerance for the toe/camber adjustment!

Total toe-in	0° 24' +/- 12'
Total toe-in adjustment*	0° 24' +/-4'
Toe difference on single wheel between left/right	max. 12'
Camber (difference between left/right max. 30')	-1° 45' +/-25'
Camber adjustment*	-1° 45' +/-05'
Geometrical driving axis	0° +/- 12'

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3213 Overview of tightening torques

Electromechanical steering gear to front axle support

M12

Renew screws.

Tightening sequence must be strictly adhered to and carried out on all screws at the same time!

1: front left 2: rear right 3: front right 4: rear left

1. Tightening torque

60Nm

2. Tightening torque

96Nm

Angle of rotation

90°

Heat shield to electromechanical steering gear

M6

Tightening torque

8Nm

Special tool to rack

Tightening torque

15Nm



3221 Overview of Technical Data

Ear hose clamp gap dimension	
	Dimension [A]
	max. 1 mm

Ear hose clamp gap dimension	
	Dimension [A]
	max. 1 mm

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3221 Overview of tightening torques

Track rod end to swivel bearing			
M14 Renew nut.		Tightening torque	165Nm
Track rod end to track rod			
M10		Tightening torque	32Nm
Track rod to steering box			
		Tightening torque	110Nm
Track rod to steering box			
		Tightening torque	105Nm



3231 Overview of tightening torques

Bearing plate to bulkhead		
M6	Tightening torque	8Nm
Lower steering shaft to steering column		
M8 Recut screw thread. Renew clamping bolt. No retorquing permitted!	Tightening torque	28Nm
Steering column to dashboard support		
M8 Observe tightening sequence.	Tightening torque	21,4Nm
Universal joint to steering box		
M8 Recut screw thread. Renew clamping bolt. No retorquing permitted!	Tightening torque	28Nm
Universal joint to steering box		
M8 Recut screw thread. Renew clamping bolt. No retorquing permitted!	Tightening torque	28Nm



3233 Overview of tightening torques

Balance weight/vibration actuator on steering wheel		
Screw	Tightening torque	2,2Nm
Balance weight/vibration actuator on steering wheel		
Screw	Tightening torque	2,2Nm
Impact plate on steering wheel		
Screw	Tightening torque	6,5Nm
Mounting plate to steering wheel		
M5 Screw	Tightening torque	6,5Nm
Steering wheel cover		
Screw TS5x12	Tightening torque	2Nm
Steering wheel to steering column		
M14 Only for a micro-encapsulated screw: Renew screw.	Tightening torque	62,5Nm



32 operating fluid overview

Expendable materials

Lubricating grease FB-1	100 g, Tube	83 23 2 208 093
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