

Values for Wheel Adjustment of Vehicle Ready for Driving (Curb Condition)

Camber of rear wheels		refer to comparison table semi-trailing arm position-rear wheel camber
Toe-in of rear wheels	at semi-trailing arm position 0 to +35 mm	+ 2 1-1 mm or 0° 10' - 10' + 20'
	at semi-trailing arm position +35 to +50 mm	1.5 +2 -1 mm or 0° 15' + 20' + 20' - 10'

Comparison: Semi-trailing Arm Position of Rear Axle – Rear Wheel Camber

Semi-trailing arm position mm	corresponds to rear wheel camber	Semi-trailing arm position mm	corresponds to rear wheel camber
+ 50	+ 0° 50' ± 30'	+ 15	- 0° 55' ± 30'
+ 45	+ 0° 35' ± 30'	+ 10	- 1° 10' ± 30'
+ 40	+ 0° 20' ± 30'	+ 5	- 1° 25' ± 30'
+ 35	+ 0° 05' ± 30'	0	- 1° 40' ± 30'
+ 30	- 0° 10' ± 30'	- 5	- 1° 55' ± 30'
+ 25	- 0° 25' ± 30'	- 10	- 2° 10' ± 30'
+ 20	- 0° 40' ± 30'	- 15	- 2° 25' ± 30'

Note

The following instructions contain the most important information for wheel adjustment on rear axle, when using an optical axle measuring instrument.

For measuring procedure refer to operating instructions of pertinent axle measuring instrument.

Toe-in

The toe-in of the rear wheels results from the location of the rear axle carrier and the semi-trailing arms in the vehicle. The toe-in value depends within certain limits on the semi-trailing arm position of the rear axle.

Decisive for evaluation is the total toe-in resulting from the values on the lefthand and righthand wheel. When the permissible values are exceeded, the pertinent semi-trailing arm as well as the rear axle carrier may be responsible.

For checkup refer to 35.1–340.

Camber

The rear wheel camber results from the semi-trailing arm position "a" (Fig. 1), in which a given position of the semi-trailing arm is correlated to a pertinent rear wheel camber (refer to comparison table semi-trailing arm position-rear wheel camber).

If the measured rear wheel camber does not agree with the prevailing semi-trailing arm position, the difference in level between the lefthand and righthand vehicle end may be responsible, or the rear axle carrier or a semi-trailing arm may be distorted. Experience has shown, that distortions due to accidents will also influence the toe-in.

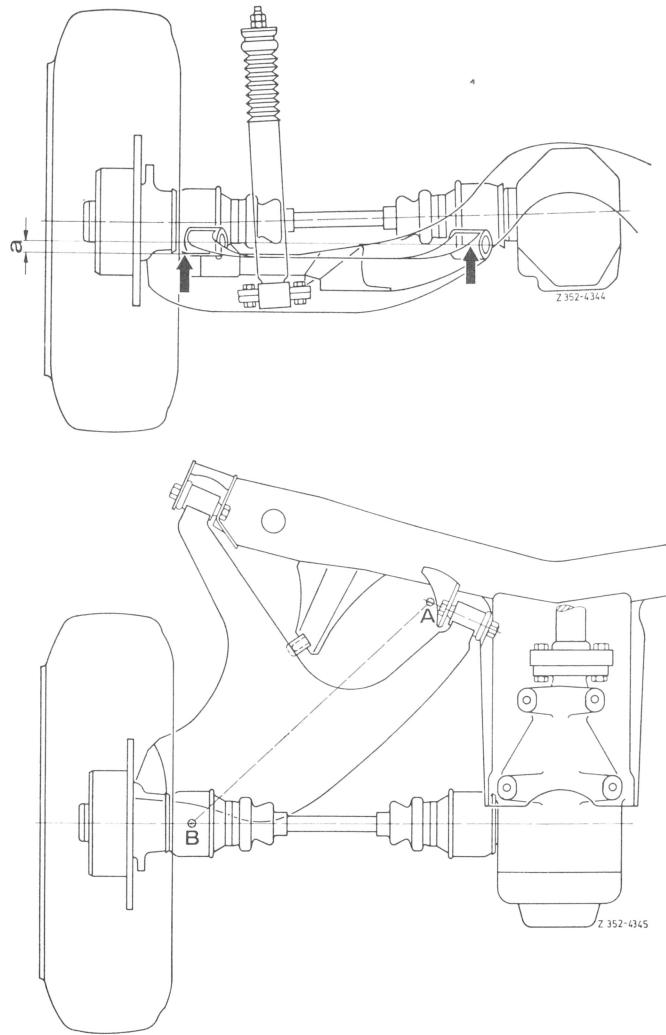


Fig. 1

a = Difference in height between axis of semi-trailing arm mounting (A) and lower edge of housing for outer synchronized joint (B)