

Wheel alignment specifications - Audi A4

Front-wheel drive and four-wheel drive

These specifications are applicable to all engines.

On right-hand drive vehicles with standard running gear (1BA), the camber setting at the front wheels must be calculated as a function of the vehicle height and adjusted accordingly → [Anchor](#).

| Front axle | Standard running gear (1BA) | China city running gear (1BB) | Sports running gear (1BE/1BD) | Running gear with electronic damping control (1BL) |
|---|---|-------------------------------|-------------------------------|--|
| Camber | - 43' ± 23' → Remark | - 43' ± 23' | - 1°5' ± 23' | - 1°5' ± 23' |
| Maximum permissible difference between left and right | 30' | 30' | 30' | 30' |
| Toe setting for each wheel (specification when making adjustment) | + 10' ± 5' | + 10' ± 5' | + 10' ± 5' | + 10' ± 5' |
| Toe setting for each wheel (specification when checking adjustment) | + 10' ± 7' | + 10' ± 7' | + 10' ± 7' | + 10' ± 7' |
| Toe-out on turns at 20 degrees steering angle → Remark | 1° 49' ± 30' | 1° 49' ± 30' | 1° 49' ± 30' | 1° 49' ± 30' |
| Outer wheel steering angle at full lock | 33° 12' + 1° 30' - 2° | 33° 12' + 1° 30' - 2° | 33° 12' + 1° 30' - 2° | 33° 12' + 1° 30' - 2° |
| Inner wheel steering angle at full lock | 39° 36' + 1° 30' - 2° | 39° 36' + 1° 30' - 2° | 39° 36' + 1° 30' - 2° | 39° 36' + 1° 30' - 2° |

1) The wheel on the outside of a curve is turned in less than the inside wheel. This value shows the difference in the steering angles. It can be displayed as a negative value on the wheel alignment computer, depending on the manufacturer.

2) On right-hand drive vehicles with standard running gear (1BA), the camber setting at the front wheels must be calculated as a function of the vehicle height and adjusted accordingly → [Anchor](#).

| Front axle | Steel spring running gear, allroad (1BP) | Heavy-duty running gear (1BR) | China heavy-duty running gear (1BR) | Sports running gear, S line (1BV) |
|---|--|-------------------------------|-------------------------------------|-----------------------------------|
| Camber | - 20' ± 23' | - 30' ± 23' | - 31' ± 23' | - 1°13' ± 23' |
| Maximum permissible difference between left and right | 30' | 30' | 30' | 30' |
| Toe setting for each wheel (specification when making adjustment) | + 10' ± 5' | + 10' ± 5' | + 10' ± 5' | + 10' ± 5' |

| | | | | |
|---|--|--|--|--|
| Toe setting for each wheel (specification when checking adjustment) | $+ 10' \pm 7'$ | $+ 10' \pm 7'$ | $+ 10' \pm 7'$ | $+ 10' \pm 7'$ |
| Toe-out on turns at 20 degrees steering angle → Remark | $1^\circ 49' \pm 30'$ | $1^\circ 49' \pm 30'$ | $1^\circ 49' \pm 30'$ | $1^\circ 49' \pm 30'$ |
| Outer wheel steering angle at full lock | $33^\circ 12' + 1^\circ 30' - 2^\circ$ | $33^\circ 12' + 1^\circ 30' - 2^\circ$ | $33^\circ 12' + 1^\circ 30' - 2^\circ$ | $33^\circ 12' + 1^\circ 30' - 2^\circ$ |
| Inner wheel steering angle at full lock | $39^\circ 36' + 1^\circ 30' - 2^\circ$ | $39^\circ 36' + 1^\circ 30' - 2^\circ$ | $39^\circ 36' + 1^\circ 30' - 2^\circ$ | $39^\circ 36' + 1^\circ 30' - 2^\circ$ |

- 3) The wheel on the outside of a curve is turned in less than the inside wheel. This value shows the difference in the steering angles. It can be displayed as a negative value on the wheel alignment computer, depending on the manufacturer.

| Front axle | Standard running gear RS 4 (2MS) Variable damping RS 4 (2MC) | | | |
|---|---|--|--|--|
| Camber | $- 1^\circ 14' \pm 23'$ | | | |
| Maximum permissible difference between left and right | 30' | | | |
| Toe setting for each wheel (specification when making adjustment) | $+ 10' \pm 5'$ | | | |
| Toe setting for each wheel (specification when checking adjustment) | $+ 10' \pm 7'$ | | | |
| Toe-out on turns at 20 degrees steering angle → Remark | $1^\circ 49' \pm 30'$ | | | |
| Outer wheel steering angle at full lock | $33^\circ 12' + 1^\circ 30' - 2^\circ$ | | | |
| Inner wheel steering angle at full lock | $39^\circ 36' + 1^\circ 30' - 2^\circ$ | | | |

- 4) The wheel on the outside of a curve is turned in less than the inside wheel. This value shows the difference in the steering angles. It can be displayed as a negative value on the wheel alignment computer, depending on the manufacturer.

| Rear axle | Standard running gear (1BA) | China city running gear (1BB) | Sports running gear (1BE/1BD) | Running gear with electronic damping control (1BL) |
|---|-----------------------------|-------------------------------|-------------------------------|--|
| Camber | $- 1^\circ 20' \pm 25'$ | $- 1^\circ 20' \pm 25'$ | $- 1^\circ 20' \pm 25'$ | $- 1^\circ 20' \pm 25'$ |
| Maximum permissible difference between left and right | 30' | 30' | 30' | 30' |

| | | | | |
|---|------------|------------|------------|------------|
| Toe setting for each wheel (specification when making adjustment) | + 10' ± 5' | + 10' ± 5' | + 10' ± 5' | + 10' ± 5' |
| Toe setting for each wheel (specification when checking adjustment) | + 10' ± 5' | + 10' ± 5' | + 10' ± 5' | + 10' ± 5' |
| Maximum permissible deviation in direction of travel relative to longitudinal axis of vehicle | 10' | 10' | 10' | 10' |

| Rear axle | Steel spring running gear, allroad (1BP) | Heavy-duty running gear (1BR) | Sports running gear, S line (1BV) | Standard running gear RS 4 (2MS) Variable damping RS 4 (2MC) |
|---|---|--------------------------------------|--|---|
| Camber | - 1°20' ± 25' | - 1°20' ± 25' | - 1°20' ± 25' | - 1°20' ± 25' |
| Maximum permissible difference between left and right | 30' | 30' | 30' | 30' |
| Toe setting for each wheel (specification when making adjustment) | + 10' ± 5' | + 10' ± 5' | + 10' ± 5' | + 10' ± 5' |
| Toe setting for each wheel (specification when checking adjustment) | + 10' ± 5' | + 10' ± 5' | + 10' ± 5' | + 10' ± 5' |
| Maximum permissible deviation in direction of travel relative to longitudinal axis of vehicle | 10' | 10' | 10' | 10' |

Camber settings at front wheels for right-hand drive vehicles with standard running gear (1BA)

On right-hand drive vehicles with standard running gear (1BA), the camber setting at the front wheels must be calculated as a function of the vehicle height and adjusted accordingly.

- Measure height of vehicle -a- at both front wheels between centre of wheel and bottom edge of wing panel.
- Maximum permissible difference in height between right and left ≤ 10 mm

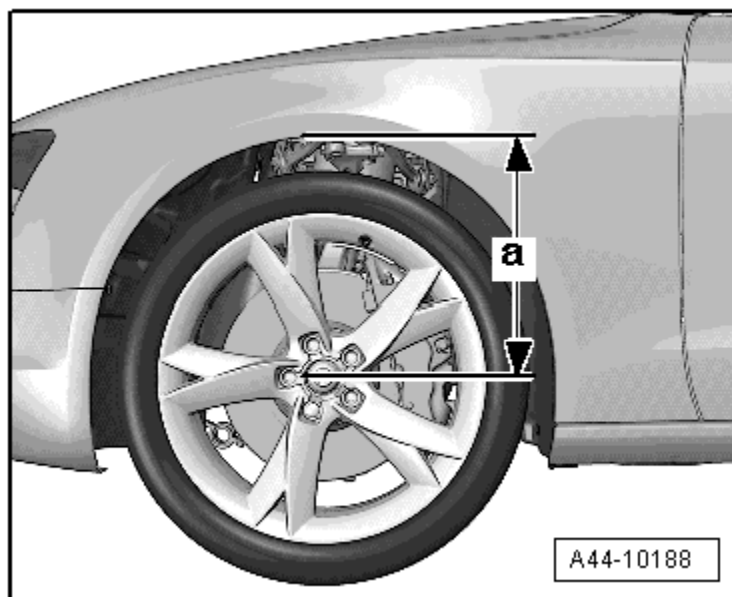
Determine camber setting:

Camber setting = $-43' + [(vehicle\ height\ left + vehicle\ height\ right) : 2] - 391$



Note

1' camber = 1 mm vehicle height



The camber settings are specified again in the following table as a function of the mean vehicle height measurement at the front wheels.

| Camber settings at front wheels for right-hand drive vehicles with standard running gear (1BA) | | | | | | |
|--|---------------------------------------|--|-----------------------------|-----------|---|--|
| Vehicle height | | | Camber | | | Max. perm. height diff. between right and left |
| Trend | Absolute mean of left and right wheel | Mean delta in rel. to specified vhcl. height in mm | Checking/adjustment setting | Tolerance | Maximum permissible difference between left and right | |
| Too high | 401 | 10 | -33' | $\pm 23'$ | 30' | ≤ 10 mm |
| | 400 | 9 | -34' | | | |
| | 399 | 8 | -35' | | | |
| | 398 | 7 | -36' | | | |
| | 397 | 6 | -37' | | | |
| | 396 | 5 | -38' | | | |
| | 395 | 4 | -39' | | | |
| | 394 | 3 | -40' | | | |
| | 393 | 2 | -41' | | | |
| | 392 | 1 | -42' | | | |
| Spec. | 391 | 0 | -43' | $\pm 23'$ | 30' | ≤ 10 mm |
| Too low | 390 | -1 | -44' | | | |
| | 389 | -2 | -45' | | | |
| | 388 | -3 | -46' | | | |
| | 387 | -4 | -47' | | | |

| | | |
|-----|-----|------|
| 386 | -5 | -48' |
| 385 | -6 | -49' |
| 384 | -7 | -50' |
| 383 | -8 | -51' |
| 382 | -9 | -52' |
| 381 | -10 | -53' |

Additional data for vehicles with front-wheel drive and four-wheel drive:

The additional data listed here are intended only to facilitate diagnosis after an accident.

Table → [Chapter](#)

These specifications are applicable to all engines.