

2005 E55 AMG

- Straightened steering wheel by adjusting tie-rod ends (was offset to 1:30 o'clock). Set front toe to 0.5mm toe-in each side using string measurement.
- Calibrated suspension using Xentry DAS. Rear suspension sitting too low causing too much negative camber. Right front suspension lower than left front. Corrected.
- Before: ** = "Axle Inclination" (rear) or "Control Arm Inclination" (front)

	Left Rear	Right Rear	Left Front	Right Front
Camber	-2.3	-2.3	-1.3	-1.2
Height	25 3/8"	25 3/8"	26 1/2"	25 5/8"
**	-2.8	-2.8	+2.6	+2.4

- After: ** = "Axle Inclination" (rear) or "Control Arm Inclination" (front)

	Left Rear	Right Rear	Left Front	Right Front
Camber	-1.6	-1.7	-1.1	-1.2
Height	26 3/4"	27"	26 1/4"	26 1/2"
**	-1.2	-1.2	+3.1	+3.1

Note: Rear inclination measured directly off of drive axles; front inclination measured off of "nubs" on lower control arms. Confirmed voltage values within range, then entered new inclination values into Xentry DAS for programming. Successfully programmed suspension control module.

