

Necessary toe-in corrections on the rear axle, caused by unfavorable coinciding of tolerances, can be compensated by installing eccentric rubber mounts.



### Caution!

Changes to the axle geometry caused by an accident must under no circumstances be "rectified" by means of this measure.

Switch KDS wheel alignment analyzer display format to millimeters.

Carry out wheel alignment with this adjustment.

Determine correction value, for example:

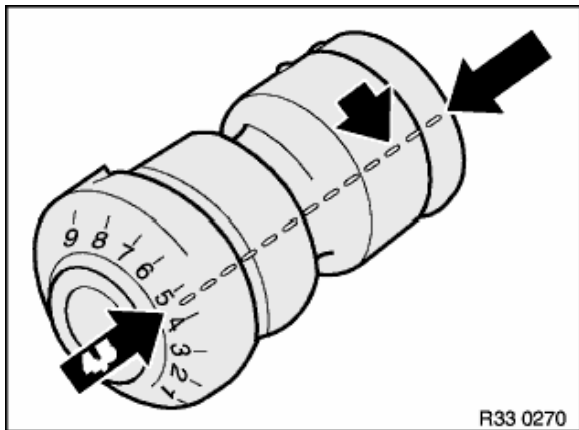
Actual toe-in value, rear left	+ 2.5 mm
Specified toe-in value, rear left	+ 1.5 mm
Toe-in correction value	1.0 mm

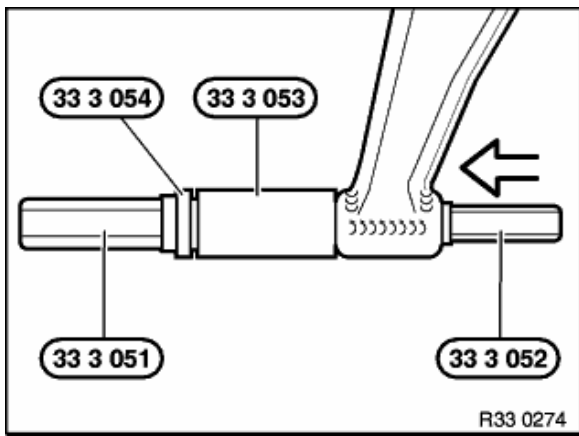
From the diagram below for the corresponding side (left/right), determine the number of the toe-in increase or reduction (0 to 9) for the correction value (e.g. 1 mm).

Connect the number on both sides of the eccentric rubber mount (e.g. 4.5) with an artificial line.

### Note:

If the adjustment on the outer rubber mount is not sufficient, an eccentric rubber mount can also be fitted on the inside.



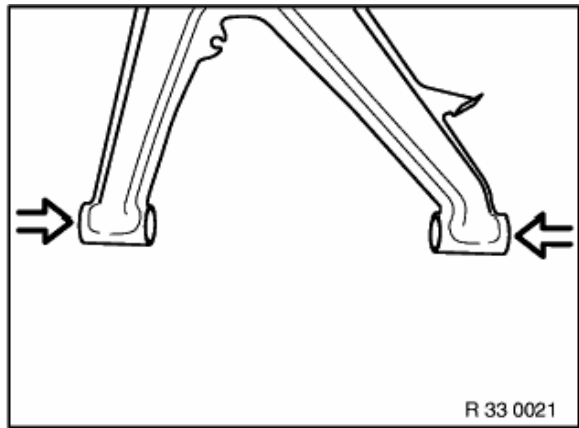


Remove trailing arm,

refer to 33 32 000.

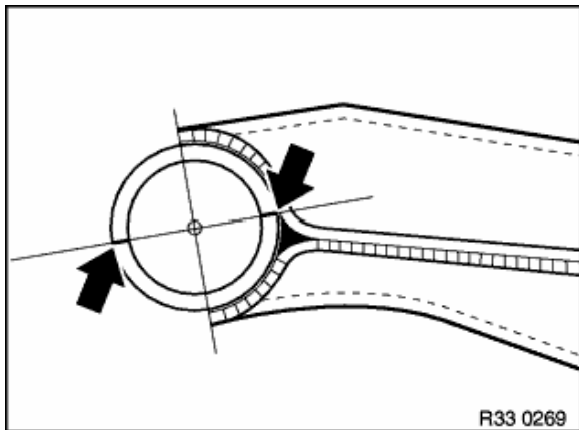
Coat bead of outer rubber mount with Circolight (refer to BMW Parts Service).

Pull out rubber mount with special tool 33 3 051/052/053/054.

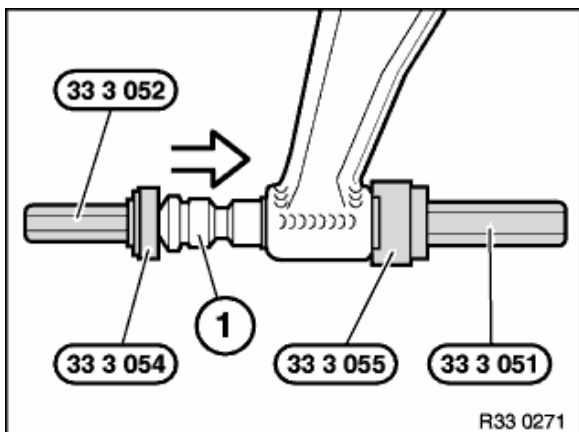


**Note:**

Installed position of rubber mounts.



Draw arm bush on press-in side according to illustration.

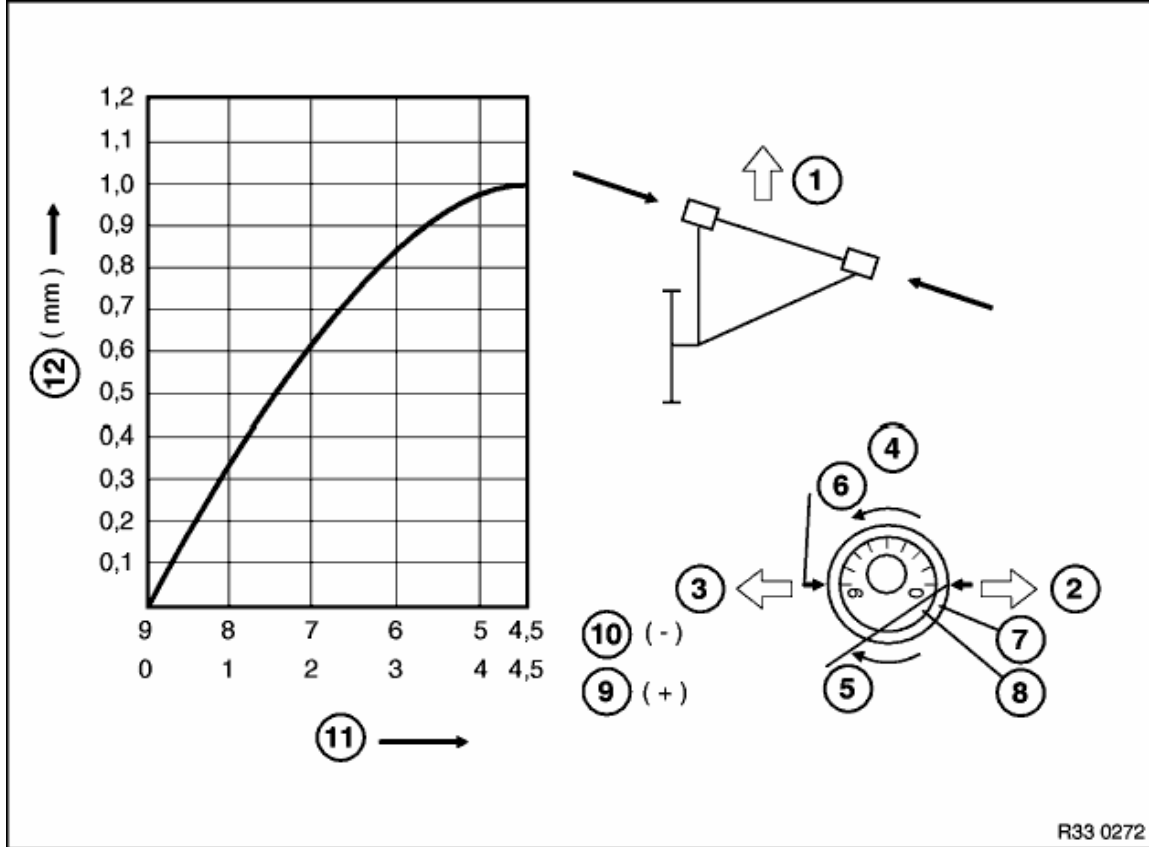


Coat eccentric rubber mount (1) with Circolight (refer to BMW Parts Service) and position on trailing arm so that artificial line matches up with marking on trailing arm bush. In so doing, note whether toe-in increase or reduction is to be achieved, refer to diagram below (read-off point).

Pull in rubber mount (1) with special tool 33 3 051/052/054/055.

Install trailing arm and carry out wheel alignment to check.

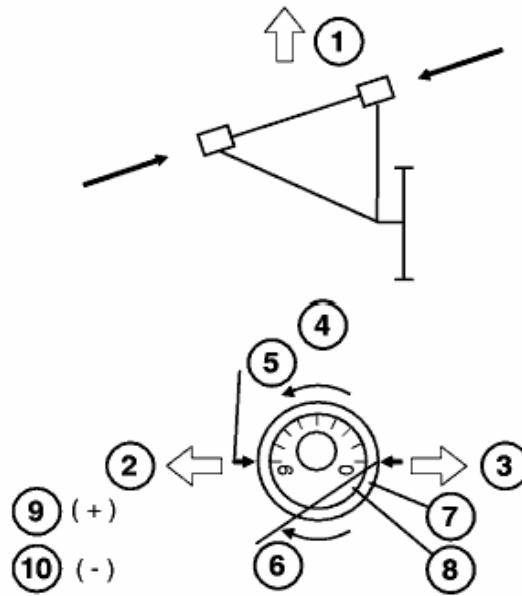
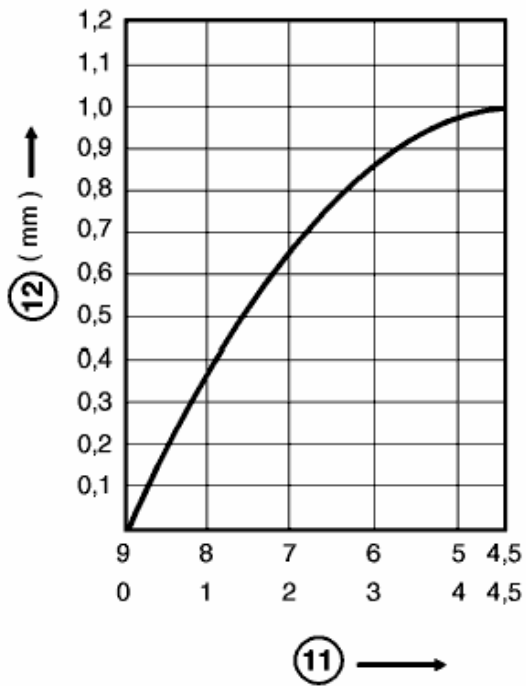
Diagram for toe-in correction, left wheel



- 1 Direction of travel
- 2 Direction of travel, inner rubber mount
- 3 Direction of travel, outer rubber mount
- 4 Press-in note
- 5 Read-off point - toe-in increase
- 6 Read-off point - toe-in reduction

- 7 Trailing arm bush
- 8 Rubber mount
- 9 Toe-in increase
- 10 Toe-in reduction
- 11 Twisting angle
- 12 Toe-in change

**Diagram for toe-in correction, right wheel**



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- 1 Direction of travel
- 2 Direction of travel, inner rubber mount
- 3 Direction of travel, outer rubber mount
- 4 Press-in note
- 5 Read-off point - toe-in increase
- 6 Read-off point - toe-in reduction

- 7 Trailing arm bush
- 8 Rubber mount
- 9 Toe-in increase
- 10 Toe-in reduction