

<b>Vehicle height</b>	<b>Carrera 2/4 USA: Standard and Sport</b>	<b>Carrera 2/4 RoW: Standard</b>	<b>Carrera 2/4 RoW: Sport</b>	<b>Carrera 2/4 30 mm lower (X74)</b>
Front-axle height with 17-inch wheels [mm]	157 ± 10	147 ± 10	137 ± 10	117 ± 10
with 18-inch wheels [mm]	158 ± 10	148 ± 10	138 ± 10	118 ± 10
From road contact surface to lower edge of hexagon-head bolt (a/f 18) of the tension-strut screw connection to the body.				
Rear-axle height with 17-inch wheels [mm]	157 ± 10	157 ± 10	147 ± 10	127 ± 10
with 18-inch wheels [mm]	163 ± 10	163 ± 10	153 ± 10	133 ± 10
From wheel contact surface to the locating bore in the rear-axle side section (between toe and camber eccentrics).				
<b>Wheel alignment values</b>	<b>Carrera 2/4 USA: Standard and Sport</b>	<b>Carrera 2/4 RoW: Standard</b>	<b>Carrera 2/4 RoW: Sport</b>	<b>Carrera 2/4 30 mm lower (X74)</b>
Front axle				
Toe unpressed (total)	+ 5' ± 5'	+ 5' ± 5'	+ 5' ± 5'	+ 5' ± 5'
Toe difference angle at 20° lock	- 1° 20' ± 30'	- 1° 50' ± 30'	- 2° 20' ± 30'	Carrera 2 = - 2° 20' ± 30' Carrera 4 = - 1° 40' ± 30'
Camber (with wheels in straight-ahead position)	0° ± 15'	- 15' ± 15'	- 15' ± 15'	- 30' ± 15'
max. difference, left to right	20'	20'	20'	20'
Caster	8° ± 30'	8° ± 30'	8° ± 30'	8° ± 30'
max. difference, left to right	40'	40'	40'	40'
Rear axle				
Toe per wheel	+ 10' ± 5'	+ 10' ± 5'	+ 10' ± 5'	+ 10' ± 5'
max. difference, left to right	10'	10'	10'	10'
Camber	- 1° 10' ± 15'	- 1° 10' ± 15'	- 1° 10' ± 15'	- 1° 40' ± 10'
max. difference, left to right	20'	20'	20'	20'