

4. Ensure that the steering linkage is in good condition with no undue wear or maladjustment.
5. Check the front wheels for "run-out" as described under "Wheels and Tyres"—Section L. Depending on the type of gauge being used, the points of maximum "run-out" must be positioned so that they clear the contact points of the gauge.
6. Load the front and rear suspensions onto four gap gauges by suspending weights from the front bumper brackets of the vehicle. The approximate amount of weight required is 112 lb. (50 kg.) equally distributed between the two loading points. The weights can be suspended by means of rope or steel hooks as convenient.

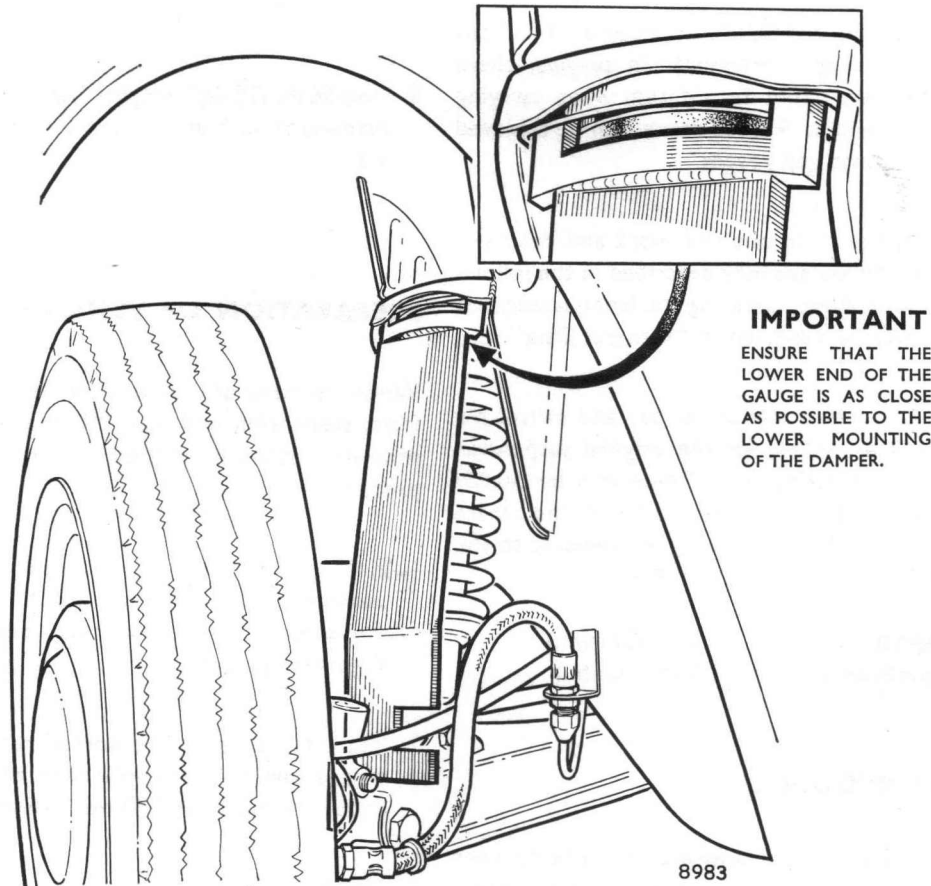
The installing of the gap gauges whilst the vehicle is being loaded is an operation requiring extreme care to ensure that the critical points of the gauges register correctly in their locations.

At the front, the gap gauges are positioned vertically between the upper spring supporting bracket and the outer end of the wishbone as shown in Fig. 1a. At the rear, the gap gauges are positioned vertically between the reinforcement bracket on the body and the rear edge of the suspension arm as shown in Fig. 1b.

It should be noted that the front gap gauge with the slot is for the left-hand side. The purpose of the slot is to allow the gauge to clear the speedometer cable.

Normally the rear end of the vehicle will require lifting by hand to enable the rear gap gauges to be positioned and subsequently gripped in position by lowering the vehicle.

If inspection shows that one or more gap gauges are a loose fit when the suspensions have been loaded, further weight must be added to the front or rear of the vehicle to bring it down onto the gauges.



**Fig.1 a.** Left-hand front gap gauge in position with suspension loaded down. Inset shows how the critical points of the gauge should register between the upper mounting plates of the coil spring.