

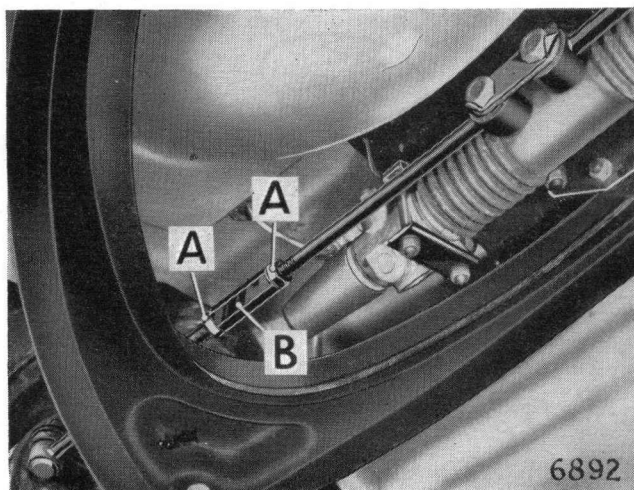
FRONT WHEEL ALIGNMENT (TOE-IN)

Front wheel alignment is the setting of the front wheels so that the distance between the front of the wheels is less than that at the rear.

The correct wheel alignment (toe-in) is given in the General Data Section.

To check and adjust (See Fig. 2)

1. Prepare the vehicle in the manner described under "Preparation of Vehicle".
2. Check the front wheel alignment (toe-in) with a suitable gauge, following the manufacturer's instructions and avoiding any tyre run-out.
3. If the alignment is found to be incorrect, slacken the locknuts on the right-hand track rod while holding the adjusting sleeve.
4. Rotate the adjusting sleeve in the appropriate direction until the correct alignment is obtained.
5. Lock the adjusting sleeve by tightening the locknuts ensuring the right-hand ball pin is centrally disposed in its socket.



A. LOCKNUTS

B. ADJUSTING SLEEVE

Fig. 2. The adjustable right-hand track rod

CASTOR ANGLE

Castor angle is the angle of inclination of the steering axis from the vertical when viewed from the side. Rearward inclination at the top from the vertical is termed "positive" while forward inclination is termed "negative".

The castor angle is built into the front suspension and cannot be adjusted but must be checked in the event of accidental damage to ensure the angle is within the specified figure.

To check

1. Prepare the vehicle in the manner described under "Preparation of Vehicle".
2. Apply a suitable gauge and check the castor angle, taking care to follow the manufacturer's instructions, and avoiding any front wheel "run-out".
3. Carry out the same procedure with the opposite front wheel.
4. If the castor angles are incorrect, the front suspension must be dismantled and each detail examined for wear and accidental damage.

STEERING AXIS INCLINATION

Steering axis inclination is the angle the steering axis is inclined inward from the vertical.

The steering axis inclination angle is built into the front suspension and cannot be adjusted. It remains correct providing the camber angle is correct, but must be checked in the event of accidental damage to ensure the angle is within the specified figure. The relationship between the steering axis inclination and camber angles is such that the steering axis inclination angle will alter as the camber angle alters.