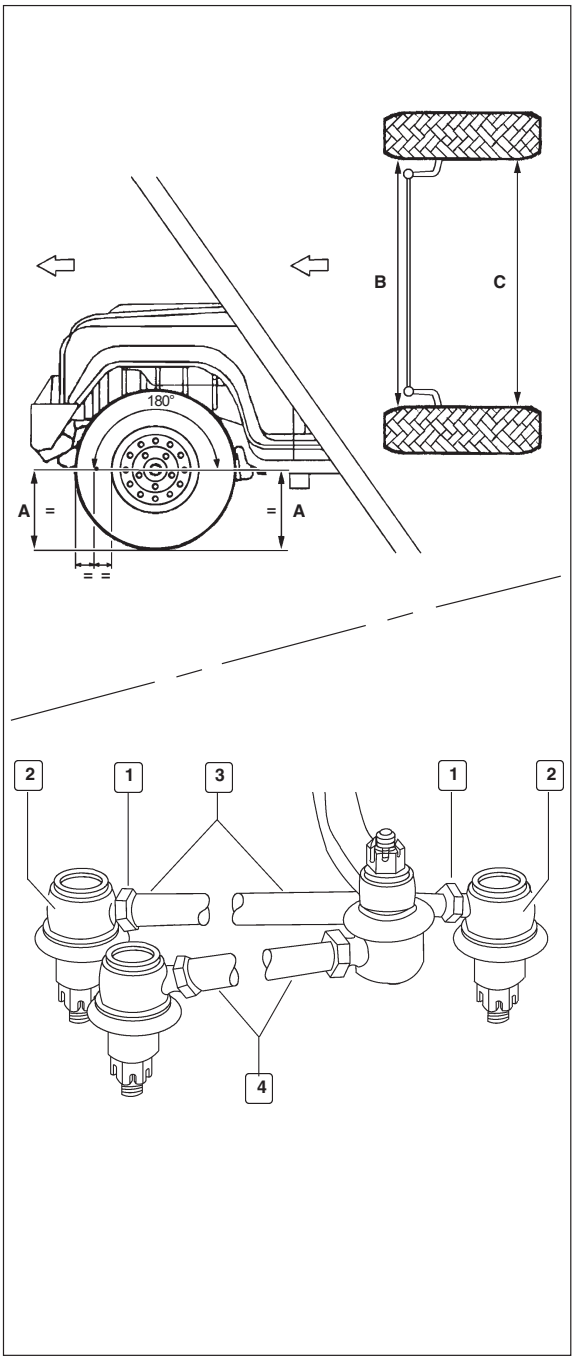


TOE ADJUSTMENT

Check

1) Place the vehicle on levelled ground and with the front wheels along the vehicle length.
2) Measure the actual length (B) at height (A), with the appropriate meter and signalize on the tyre the measuring points.
3) Displace the vehicle towards the back in such way that the wheels rotate 180°and proceed to measure length (C) using the same measuring points with the appropriate meter.
4) Subtract lengths (C)-(B), the resulting value must be somewhere between the maximum and the minimum specified values:

	Minimum	Maximum
Toe value	**2 mm**	**4 mm**

5) If the result is not satisfactory, adjust convergence

Toe Adjustment

6) Loose the counter nuts (1) which fix tie-rod ends (2) to the tie rod (3) connecting the wheels.
7) Turn the tie rod (3) upwards to open the wheel front parts and downwards to close them; correcting thus simultaneously lengths (B) and (C). Repeat this operation until the toe reaches a value between the maximum and minimum limits.

	Minimum	Maximum
Toe value	**2 mm**	**4 mm**

8) Once adjusted tighten nuts (1).
9) Move the vehicle, to and fro, a few meters, while moving the steering wheel to settle the tie-rod ends and check again for toe.

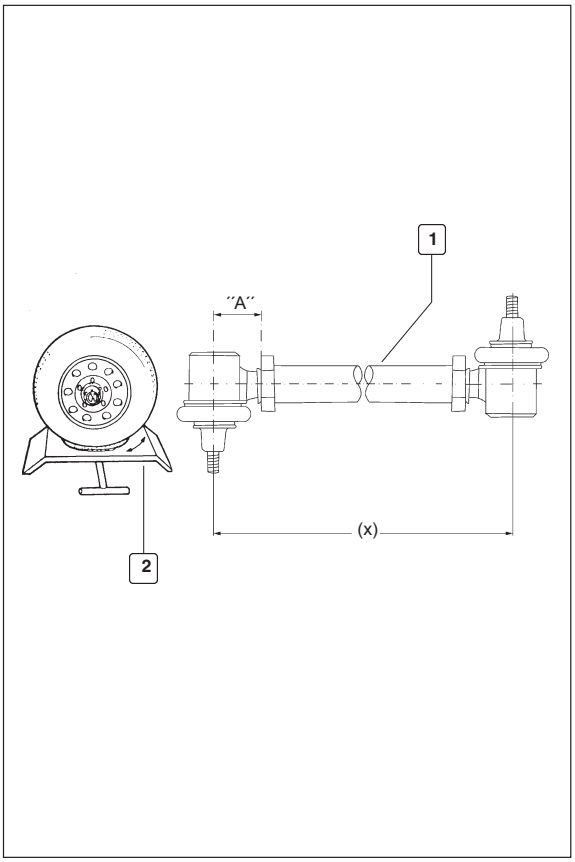
NOTE:
If toe has been corrected, the steering wheel setting will be badly positioned and the right and left rotation of the steering wheel altered.

10) Balance accordingly the steering wheel rotation towards the right and towards the left acting on the steering rod (4) and put right the steering wheel again if necessary (see 3C-4).

CHECKING ALIGNMENT: CMABER, CASTER AND KINGPIN INCLINATION.

Should camber or caster be found out of especification upon inspection, locale its cause first. If it is in demaged, loose, bent, dented or worn suspension parts, they should be replaced. If it is in vehicle body, perapir it so as to attain specifications.
To prevent possible incorrect reading of camber or caster, vehicle front end must be moved up and down a few times before inspection.

ALIGNMENT SERVICE DATA	
Camber	1º 30´
Caster	3º
Kingpin inclination	7º



TURNING RADIUS

If the tie rod (1) or its tie rod end have been substituted, check if the steering wheel rotation is the same for both moving sides (left and right). Then, check the turning radius using gauge (2).

Turning radius: 7,3 m

NOTE:

- **When the tie rod (1) is substituted, be respectful with the original distances (X) between centres of the tie rods end and assemble original tie rods end respecting the distance (A).**
- **If the steering wheel is badly positioned, put it back correctly as indicated in 3C-4.**