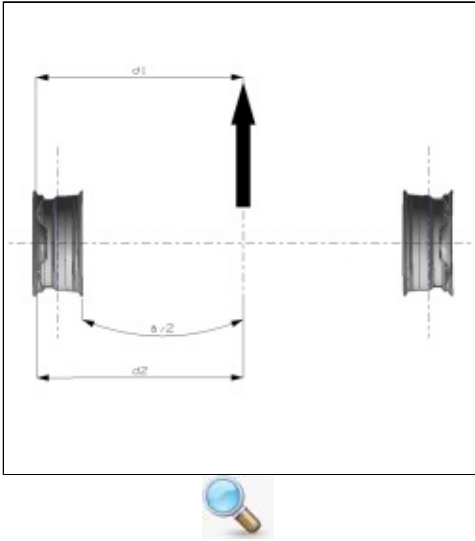




 This check procedure must be carried out after each operation on the mechanical components of the front suspension since it defines the position of the wheels in relation to the body (e.g.: wishbones, struts, shock absorbers, springs etc.).

OPERATING CYCLE

Introduction

The wheel geometry/angle checks must be carried out using appropriate optical equipment after checking and adjusting tyre inflation pressure to the prescribed values and ensuring that the car complies with one of the following load conditions:

- Standard 0 - vehicle unladen including spare wheel, tools, accessories and consumables with 5 litres of fuel
- Standard A - vehicle unladen including spare wheel, tools, accessories and consumables (full tank of fuel).

CHECKING AND ADJUSTING FRONT SUSPENSION GEOMETRY/ANGLES

Front wheel toe-in check

- Check that the front wheel toe in is within required limits.

 Check that the tolerance for the total toe in ranges within: $\pm x'$ ($\pm x$ mm)

Adjust the toe in by moving the steering rods, paying attention not to bend the rubber boots of the steering box, in order not to compromise its seal.

Delta -: diverges

Delta +: converges

Size	Value	Validity
Front wheel toe in (delta/2: degrees)	+5'± 4' (Standard 0)	
Size	Value	Validity
Front wheel toe in (delta/2: degrees)	+4'± 4' (Standard A)	

16" wheel rims

Size	Value	Validity
Front wheel toe in (d2-d1: mm)	0.6 ± 0.5 (Standard 0)	
Size	Value	Validity
Front wheel toe in (d2-d1: mm)	1 ± 0.5 (Standard A)	

17" wheel rims

Size	Value	Validity
Front wheel toe in (d2-d1: mm)	0.6 ± 0.5 (Standard 0)	
Size	Value	Validity
Front wheel toe in (d2-d1: mm)	1 ± 0.5 (Standard A)	

18" wheel rims

Size	Value	Validity
Front wheel toe in (d2-d1: mm)	0.7 ± 0.5 (Standard 0)	
Size	Value	Validity
Front wheel toe in (d2-d1: mm)	1 ± 0.5 (Standard A)	

- If the front wheel toe-in is not within the recommended figures, adjust it following the instructions given below.
- Make sure the steering wheel is perfectly straight and lock it using a suitable tool.
- Loosen the nuts locking the left and right steering box rods.
- Tighten or loosen the steering box rods until the toe-in value is correct, keeping the front wheels aligned.

 When the adjustment is completed, the number of free threads on the right steering rod should be the same as the number of free threads on the left rod.

- Tighten the nuts locking the left and right steering box rods to the recommended torque.

Component	Fastening	Ø	Value (daNm)	Validity
Adjustment rod	Nut	M16	6.3 ÷ 7.7	

Camber check (wheel camber angle)

 The front wheel camber cannot be adjusted. If the value measured is not within the recommended limits, check the lower wishbone and the body.

- Check that the front wheel camber is within required limits.
- It should be: front camber angle tolerance ± 20'

Size	Value	Validity
Front wheel camber (degrees)	-29' (Standard 0)	
Size	Value	Validity
Front wheel camber (degrees)	-31' (Standard A)	

Post caster check

 The front wheel caster cannot be adjusted. If the value is not within the recommended limits, check the lower track control arm and the body shell.

- Check that the front wheel caster is within prescribed limits.
- It should be: post caster tolerance ± 20'

Size	Value	Validity
Front wheel caster (degrees)	4° 36' (Standard 0)	
Size	Value	Validity

Front wheel caster (degrees)	4° 38' (Standard A)	
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