

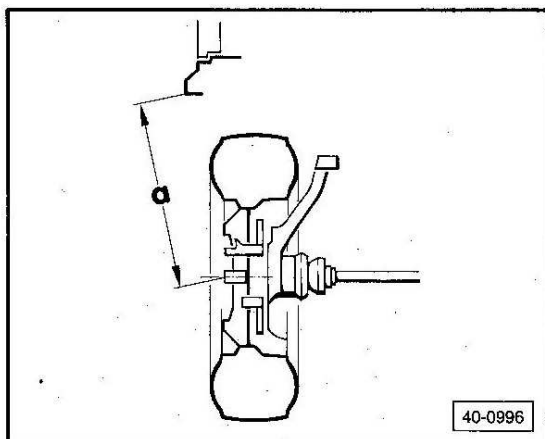
Don't let anyone tell you that it is the same as the Two Wheel Drive T3 – **it isn't!**

The specification for total toe at the front axle is determined by the jounce condition (ride height) of the vehicle.

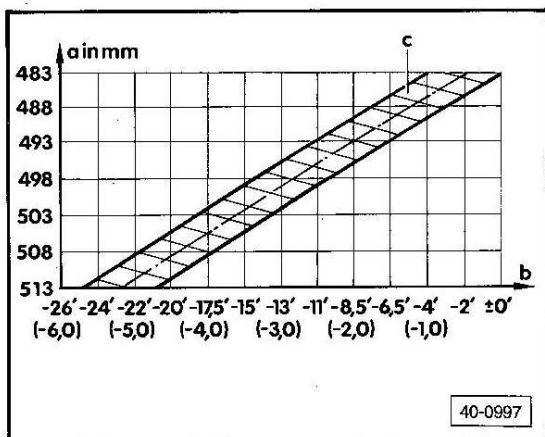
— bounce front of vehicle several times to settle suspension

The vehicle must be empty of cargo and occupants during measurement.

- remove one front wheel cover
- measure from center of bore in axle shaft to lower edge of wheel house (measurement a)



— use measurement **a** to find corresponding toe specification on the following graph:



- a** — dimension (mm) between wheel center and lower edge of wheel house
- b** — toe per wheel
total toe = toe per wheel x 2
(values in parentheses = total toe in mm)
- c** — tolerance band for total toe

If measured distance **a** falls outside the range on the graph, use the toe specification last shown at the appropriate end of the graph's vertical axis. Toe values must be adjusted as precisely as possible.

Disregard the word 'jounce'; it has different meanings in different countries. In this context, it just means ride height.

The vehicle must be standing on a flat, smooth and level surface. If not, the measurements will be rubbish.

The tyre inflation pressures **MUST** be in accordance with the tyre placard.

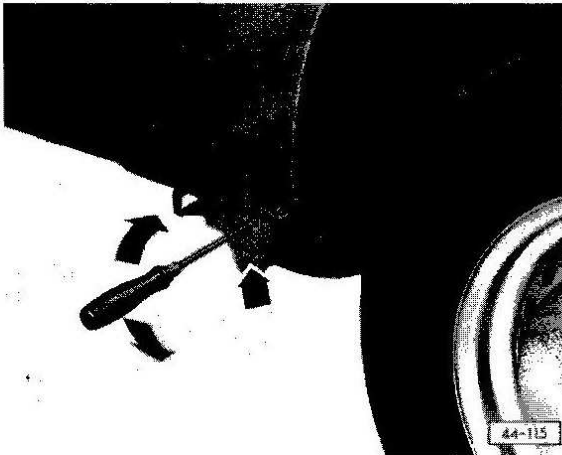
Measure **BOTH** sides! If there is a difference, it will affect the settings. Bear in mind that different measurements at the front can originate from incorrect setting heights of the rear wheels.

44 Wheels, Tires, Wheel Alignment

Rear wheels, aligning

Work sequence

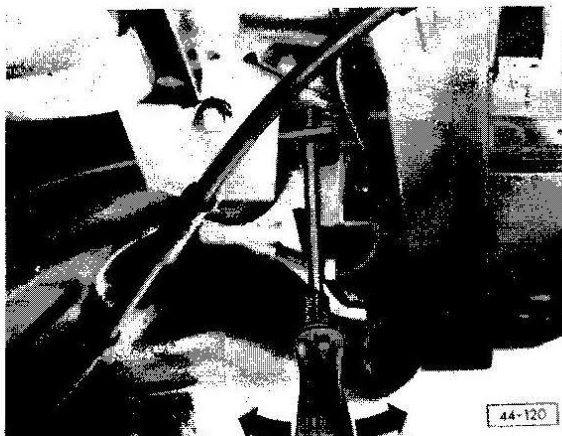
Camber, adjusting



- loosen outer bolt (right arrow) on trailing arm
- adjust camber by moving trailing arm up or down with screwdriver
- tighten bolt to 105 Nm (76 ft lb)

Toe, adjusting

- loosen inner bolt on trailing arm



- adjust toe by moving trailing arm to front or rear with screwdriver
- tighten bolt to 105 Nm (76 ft lb)

Wheels – Tires, Wheel Alignment 44

Wheel alignment data for front and rear axles

When checking wheel alignment, the following conditions are important:

- alignment should not be checked until vehicle has run 625-1250 miles and coil springs have settled

- tire pressures correct
- test surface level and horizontal
- vehicle bounced properly
- steering gear correctly adjusted
- steering linkage free of play

Front axle	Empty	Full load
Toe per wheel (not pressed)	see page 44.3a	
Camber, wheels in straight ahead position	$+20' \pm 20'$	$-30'$
Maximum permissible difference between sides	$20'$	$20'$
Caster, with zero vehicle tilt	$+4^{\circ} 40' \pm 15'$	$+3^{\circ} 35'$

Rear axle	Empty	Full load
Camber	$-15' + 30'$ $-10'$	$-1^{\circ} 10'$
Maximum permissible difference between left and right	$20'$	$20'$
Toe of each wheel (at specified camber)	$+5' \pm 10'$	$+0^{\circ} 5'$