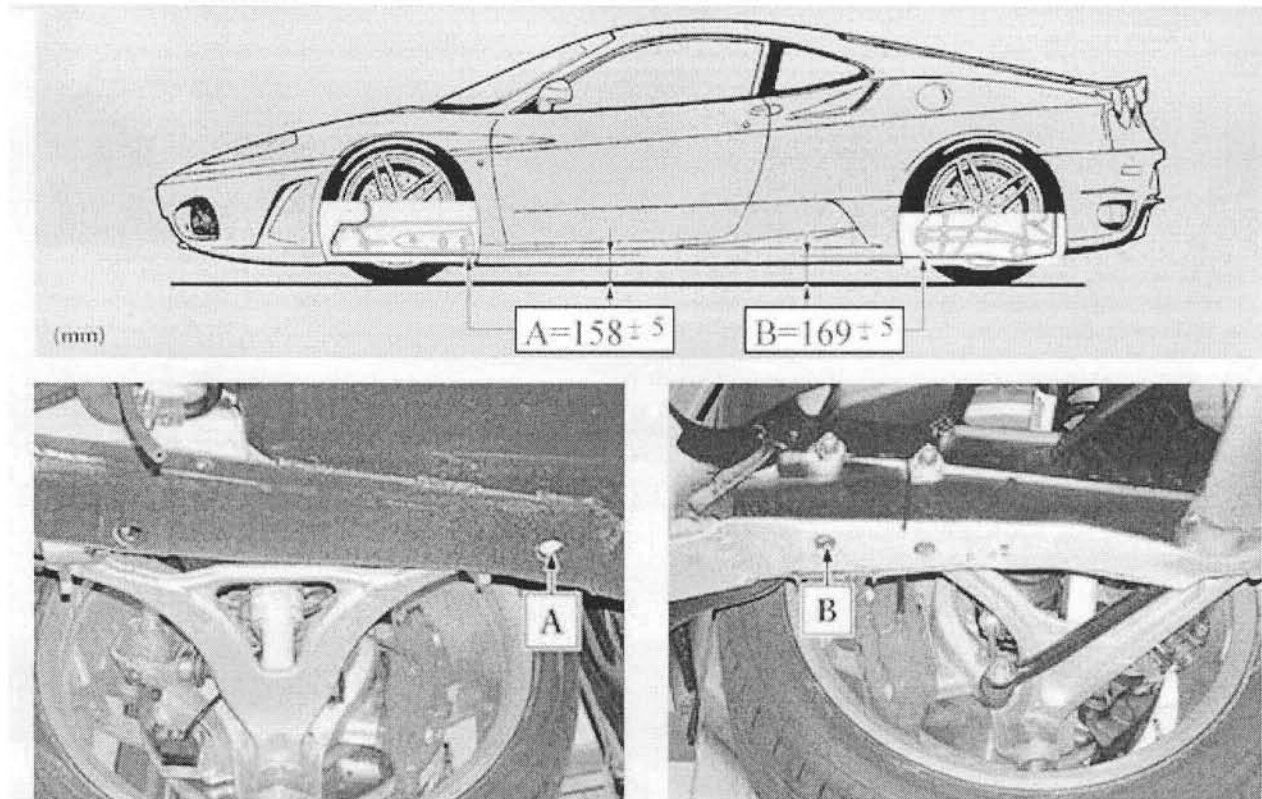


F3.05 Set-up check and adjustment

Controls and car preparation

Before proceeding with the control of the set-up, check:

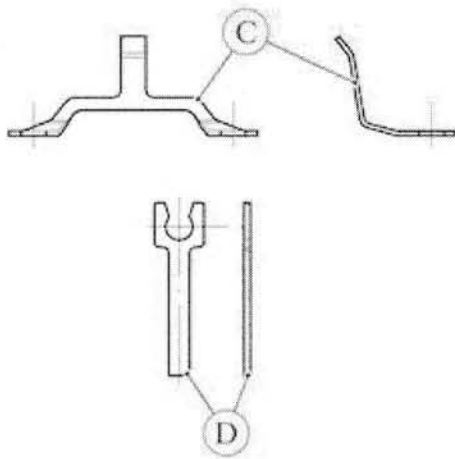
- Tyre pressure;
- clearance between rack and pinion and steering tie-rod ball journals on steering box;
- clearance between stub axle and steering tie-rod ball joint and between hub holder and rear toe-in tie-rod ball joint;
- shock absorber condition;



The vehicle set-up values have been defined WITHOUT SAND BAGS to facilitate the adjustment procedure. Bear in mind that the vehicle set-up procedure described as follows must be carried out WITHOUT placing SAND BAGS on the seats. The set-up data has therefore been converted, and the new data must be entered in the specific vehicle set-up adjustment equipment.

Place the vehicle on a plane surface and in **“run condition”** with a full tank of gasoline and the hand brake pulled.

The front (A) and rear (B) ride height measurements must be taken from the flattened areas on the underside of the suspension mounting castings.



To check and/or modify the setup parameters, use appropriate tools and specific front(**C**)and rear(**D**) adjustment shims, available in a range of sizes.



The following set-up data is relative to the car WITHOUT SAND BAGS.

Front set-up data

Lift car with static load	158±5 mm
Wheel camber (camber)	- 0.7°±0.2°
Caster (fixed)	5.3°±0.2°

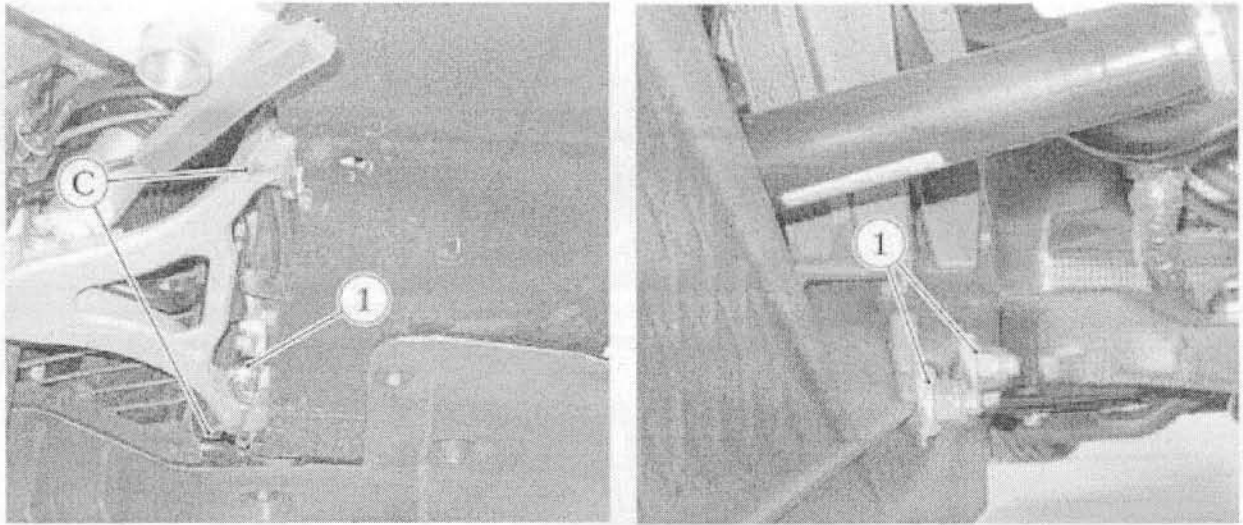
Rear set up data

Lift car with static load	169±5 mm
Wheel camber (camber)	- 1°±0.2°

ToeIN

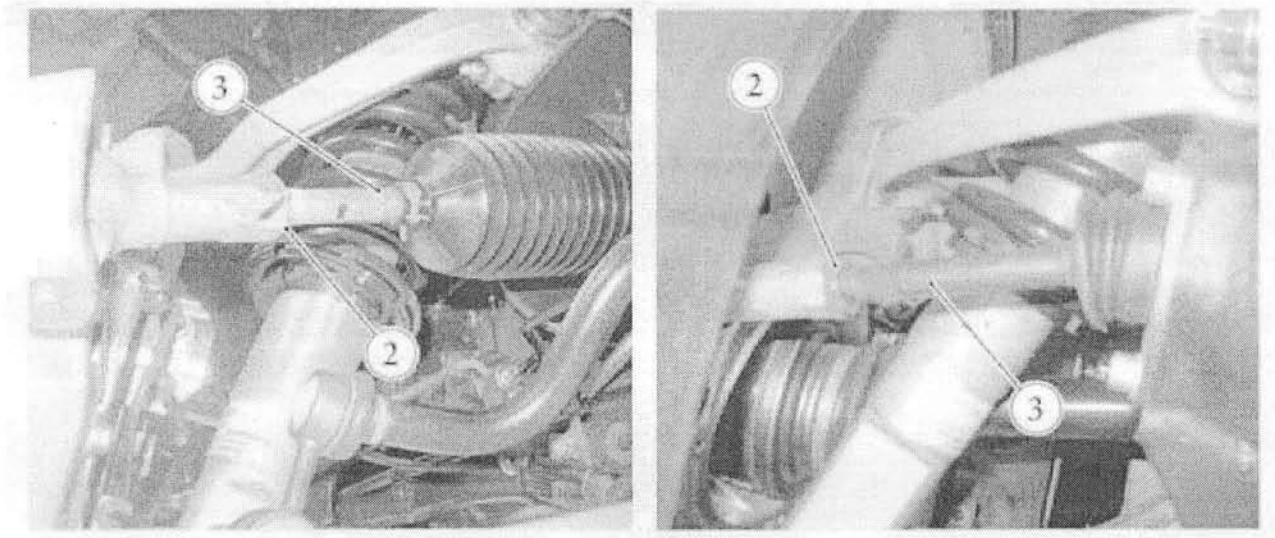
	On wheel
Front	1.5±0.25 mm
Rear	1.85±0.25 mm

- Wheel camber -



- Check that the lower arms of the suspensions are correctly positioned.
- If the values measured are not within the specified limits, loosen the nuts (**1**) and change the thickness of the front (**C**) or rear adjuster shims until the wheel camber angle is between the values specified.
- Tighten the nuts to a torque of **60 Nm**.
- Check the camber again.

- Toe-in



If it is not within the prescribed values after the control, proceed as follows:

- Make sure that the steering box is in the centre and that the steering wheel is perfectly horizontal. A support with level is required in order to obtain this position. The two lateral tie-rods must be the same length in this position. If not, adjust them.
- Ensure that the two rear toe-in tie-rods are both of the specified length. If not, adjust them
- Set toe-in by loosening the check nuts (2) on the ball joints and turning the lateral tie-rods (3). adjust there length equally until the correct camber is achieved.
- Tighten the nuts to a torque of **60 Nm**.